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Master Minimum Equipment List

Revision: 55
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BOEING
B-737
100/200/300/400/500/600/700/800/900

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MASTER MINIMUM EQUIPMENT LIST
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Highlights of Change

EFFECTIVE ABOVE DATE, the Boeing 737 Master Minimum Equipment List has been revised. Please replace affected sections for a complete up-to-date MMEL. SEE NOTE BELOW FOR IMPORTANT INFORMATION ABOUT THIS REVISION. Retain this sheet with your MMEL until the next revision is issued.

NOTE 1: Pages ARE NOT itemized in a CONTROL PAGE for individual revisions. Rather, the ATA section will contain the applicable number of pages and revision number. Any changes to any item within an ATA section will result in the entire section receiving a revision number. To find any revised item within the section see the list below.

NOTE 2: Revision 55 contains numerous corrections to format and syntax. These are not marked with change bars or covered in the Highlights of Change section. Any amendment or addition that changes relief to a system or component is marked with a change bar and is briefed in this section.

System/Sequence Number		Remarks
21	**AIR CONDITIONING**	
	1. Air Conditioning Packs	
	2) Combi and All Cargo Configurations (737C, QC, and STC's ST01566LA, and ST01961SE)	Delete STC ST01827LA and ST00283AT.
	5) All Cargo Configuration (STC ST01827LA and ST00283AT)	Added provision to reflect correct operation of the left pack with this modification allowing operation with the right or left pack inoperative due to the position of the shutoff valve location downstream of the mix manifold allowing either pack to supply air to the flight deck.
	4. Pack Turbofan (-100/-200/-300/-400/ -500)	
	2) Combi and All Cargo Configurations (737C, QC, STC's SA2969SO, ST01566LA, and ST01961SE)	Delete STC ST01827LA and ST00283AT.
	3) All Cargo Configuration (STCs ST01827LA and ST00283AT)	Added provision to reflect correct operation of the left pack and its associated pack turbofan with this modification allowing operation with the right or left pack inoperative due to the position of the shutoff valve location downstream of the mix manifold allowing either pack to supply air to the flight deck.

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System/Sequence Number	Remarks
21. AIR CONDITIONING (Cont'd)	
6. Pack Turbofan Valves (-100/-200/-300/-400/ -500)	
2) Combi and All Cargo Configurations (737C, QC, STCs SA2969SO, ST01566LA, and ST01961SE)	Delete STC ST01827LA and ST00283AT.
3) All Cargo Configuration (STCs ST01827LA and ST00283AT)	Added provision to reflect correct operation of the left pack and its associated pack turbofan valve with this modification allowing operation with the right or left pack inoperative due to the position of the shutoff valve location downstream of the mix manifold allowing either pack to supply air to the flight deck.
51. Pack Supply air Cleaner System (-600/ -700).	New optional item added. The pack supply air cleaner removes unwanted materials from the pneumatic air supplied to the air conditioning packs which will then help prevent damage to the air cycle machine
52. Integrated Display Unit (IDU) Cooling System Normal and Alternate Fans (-300)(Boeing Service Bulletin 737-31-1435)	New optional item added for Boeing Service Bulletin 737-31-1435 Large Area Display system on 737-300 airplanes.
53. Integrated Display Unit (IDU) Cooling System IDU COOLING OFF Light (-300) (Boeing Service Bulletin 737-31-1435)	New optional item added for Boeing Service Bulletin 737-31-1435 Large Area display system on 737-300 airplanes.
23. COMMUNICATION	
9. ACARS System	Added note to reflect any portion that is operable may be used in two (2) places to remain consistent with other sub-items in this sequence.
10. Cockpit Voice Recorder System (CVR)	
2) Aircraft with Recorder Independent Power Supply (RIPS)(-600/ -700/-800/-900)	Added "-600/-700/-800/-900" to MMEL sub-item title.

System/Sequence Number	Remarks
25. EQUIPMENT AND FURNISHINGS	
	Repaginated entire chapter to correct errors from Rev 54a.
5. Cargo Compartment Restraint Components	Changed relief period from “C” to “A” per Policy Letter 100. Wording for acceptable sample documents.
24. Overhead Storage Bin(s)/Cabin and Galley Storage	Changed two (2) Notes to be consistent with Policy Letter 104. Expanded provision for retractable doors.
26. FIRE PROTECTION	
14. Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/-700C/ -700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE)	Replaced “2” that was dropped in Rev 54a.
27. FLIGHT CONTROLS	
4. Leading Edge Flap/ Slat Position Light Systems	Separated Forward and Aft Overhead panels for clarification.
1) Leading Edge Slat Indications (-100/-200)	Added “M”.
28. Fuel	
2. Fuel Boost Pumps (Center Tank)	
1) Universal Fault Interrupter (UFI) (STC ST01844LA, -300, ST02076LA, -600/-700/-800/-900)	Added relief for STC ST02076LA
31. INDICATING / RECORDING SYSTEMS	
2. Flight Data Recorder System (FDR)	
1) FDR Recording Parameters required by 14 CFR	Updated to be consistent with Policy Letter 87 rev 10.

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System/Sequence Number	Remarks
32. LANDING GEAR	
22. Two-position Tail Skid	
1) (-800 with Short Field Performance (SPF Option)	Removed "***" as title of item designates what model has this option. This makes the SPF references consistent.
33. LIGHTS	
3. Passenger Lighted Information Signs and Notice System	Updated item to comply with FAA Policy Letter 123 revision 1. Revised item title and placed relief for lighted signs in a separate sub-item to clarify that this item is not only for lighted signs but other functions of the passenger notice system (i.e. aural alert and flight deck automatic function).
6. Anti-Collision Beacons (Without Blended Winglet, -800/-900/-900ER Blended Winglet, and –700 Blended Winglet With Dual Glass Lens) (Except STC's ST01821LA and ST01873LA)	
d) (-700 with single Plastic Lens and STC ST02015LA and 3rd anti-collision beacon)	Added relief for the -700 with STC ST02015LA and 3rd anti-collision beacon.
8. Landing Lights	
1) Retractable Light Extend/Retract Motors	Added "O" procedure to account for drag penalty when light extend motor is inoperative and light is in the extended position.
11. Wing Tip Position Lights	Removed relief due to strobe light not visible through all quadrants.
15. Interior Emergency Exit Lighting System	
4) Flight Deck Exit Light	Added three asterisks symbol (***) as item is optional for the -100/-200 models and was previously listed as "if installed" prior to rev 24.

System/Sequence Number	Remarks
34. NAVIGATION	
	Repaginated entire chapter and reinserted provisos from sequence item 26 to 42 inadvertently deleted from Rev. 54a
40. Traffic Collision and Avoidance System (TCAS) (Includes STC ST03355AT and ST03362AT)	Removed “O” as the system is inoperative and the provisos cover the required procedures and there are no other crew actions necessary.
54. Integrated Standby Systems	Changed title to more generic to account for different instruments.
1) Integrated Standby Flight Display (ISFD)	Item title change to be specific for the ISFD.
2) Integrated Standby Instrument System (ISIS) (Boeing SB 737-31-1435)	Added new relief for the Integrated Standby Instrument System (ISIS).
57. Enhanced Vision System (EVS)	Added new relief for Enhanced Vision System (EVS) STC ST00039MC.
47. Inert Gas System	
1. Nitrogen Generation System (NGS) (All Models)	
2) All Models (upon incorporation of Boeing Service Bulletin 737-47-1002, 737-47-1003, 737-47-1004, 737-47-1005, 737-47-1006 737-47-1007, 737-47-1008, or production equivalent)	Added coverage for Boeing Service Bulletins 747-47-1007 and -1008 which provide NGS installation instructions for the 737-300/-400/-500.
78. ENGINE EXHAUST	
4. Thrust Reverser Armed Lights	Added -100 /-200 references that were inadvertently dropped after Rev.47.
80. STARTING	
2. Engine Starter Auto Cutout	
3)(-600/-700/-800/-900)	Added reference for airplanes with the engine start switch AUTO position (optional automatic ignition installed). Automatic ignition is available as an option on 737-600/-700/-800/-900. With automatic ignition installed, the engine start switch will have an AUTO position, rather than an OFF position.

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Definitions

Insert current Policy Letter 25 DEFINITIONS here.

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Preamble

Insert current Policy Letter 34 or 36, as applicable, PREAMBLE here.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
1.	Air Conditioning Packs				
	1) All Passenger Configuration (All Models)				
	a) (-100/-200/ -300/-400/ -500/-600 and -700/-800 Without PATS Auxiliary Fuel Tanks)	C	2	1	(O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250.
	b) (-700IGW/-800 with PATS Auxiliary Fuel Tanks)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Flight altitude remains at or below FL 250, and b) Auxiliary fuel bleed air pressurization system (if installed) is verified to be operational before each departure.
	c) (-900)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: c) Flight altitude remains at or below FL 250, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
	d) (-100/-200)	C	2	0	(M)(O) Except for ER operations, both may be inoperative provided flight is conducted in an unpressurized configuration.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
1.	Air Conditioning Packs (Cont'd)			
	1) All Passenger Configuration (All Models) (Cont'd)			
	e) (-300/-400/-500) C	2	0	(M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	f) (-600/-700/-800) C	2	0	(M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Recirculation fan(s) operates normally, c) Both E / E equipment cooling exhaust fans operate normally, d) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and e) Auxiliary tanks, if installed, remain empty or auxiliary fuel is included as part of zero fuel weight. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued)

SYSTEM & SEQUENCE NUMBER / 1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
1. Air Conditioning Packs (Cont'd)				
1) All Passenger Configuration (All Models) (Cont'd)				
g) (-900)	C	2	0	(M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Recirculation fans operate normally, c) Both E / E equipment cooling exhaust fans operate normally, d) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and e) Forward cargo heat duct is secured closed, and f) Airport ambient temperature does not exceed 103° F (39° C). NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
2) Combi and All Cargo Configurations (737C, QC, and STC's ST01566LA, and ST01961SE)	C	2	0	(M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
a) Right Pack	C	1	0	(O) Except for ER operations, may be inoperative provided flight altitude remains at or below FL 250. (Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
1. Air Conditioning Packs (Cont'd)				
2) Combi and All Cargo Configurations (737C, QC, and STC's ST01566LA, and ST01961SE) (Cont'd)				
b) Left Pack	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Flight Altitude remains at or below FL250, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
3) All Cargo Configuration (-700C)	C	2	1	(O) Except for ER operations, may be inoperative provided flight altitude remains at or below FL 250.
4) Pemco COMBI (STC ST03387AT), and All Cargo Configurations	C	2	1	Except for ER operations, one may be inoperative provided only flight deck is occupied.
	C	2	1	(O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250 (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
1.	Air Conditioning Packs (Cont'd)			
	4) Pemco COMBI (STC ST03387AT), and All Cargo Configurations (Cont'd)			
	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	5) All Cargo Configuration (STC ST01827LA and ST00283AT)			
	C	2	1	(O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250.
	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the main deck cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
2.	Pack Air Flow/Shut-off Valves (includes STC SA2969SO)	C	2	0	(M)(O) May be inoperative deactivated closed.
	1) High Flow Mode (-300/-400/-500/ -600/-700/-800/ -900)	C	2	0	
	2) APU High Flow Mode	C	2	0	
3.	Pack Trip Warning Systems	C	2	0	(M)(O) May be inoperative provided associated pack is not used.
4.	Pack Turbofan (-100/-200/-300/-400/ -500)				
	1) All Passenger Configuration (All Models)	C	2	0	(O) May be inoperative provided associated pack(s) is operated only in flight with flaps retracted.
	2) Combi and All Cargo Configurations (737C, QC, STC's SA2969SO, ST01566LA, and ST01961SE)				
	a) Right Pack Turbofan	C	1	0	(O) May be inoperative provided right pack is operated only in flight with flaps retracted.
	b) Left Pack Turbofan	C	1	0	(O) May be inoperative provided: a) Left pack is operated only in flight with flaps retracted, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
4.	Pack Turbofan (-100/-200/-300/-400/-500) (Cont'd)				
	3) All Cargo Configuration (STCs ST01827LA and ST00283AT)	C	2	0	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.
5.	Pack Ram Air Systems	C	2	0	(M)(O) May be inoperative in FLIGHT OPEN position provided: a) Operations are not conducted on runways covered with slush, or on gravel runways, and b) Associated pack is not operated during takeoff or landing on wet runways or runways with standing water.
***	1) Exhaust Louver Assemblies (-100/-200/-300/-400/-500)	C	2	0	(M)(O) May be inoperative provided: a) Actuator(s) is disconnected, and b) Louver(s) is secured in full open position.
6.	Pack Turbofan Valves (-100/-200/-300/-400/-500)				
	1) All Passenger Configuration (All Models)	C	2	0	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.
	2) Combi and All Cargo Configurations (737C, QC, STCs SA2969SO, ST01566LA, and ST01961SE)				
	a) Right Pack Turbofan Valve	C	1	0	(M)(O) May be inoperative closed provided right pack is operated only in flight with flaps retracted.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
6.	Pack Turbofan Valves (-100/-200/ -300/-400/-500) (Cont'd)				
	b) Left Pack Turbofan Valve	C	1	0	(M)(O) May be inoperative closed provided: a) Left pack is operated only in flight with flaps retracted, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	3) All Cargo Configuration (STCs ST01827LA and ST00283AT)	C	2	0	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted
7.	RAM DOOR FULL OPEN Indicating Lights	C	2	0	
8.	Air Mix Valves (-100/ -200/-300/-500/-600/ -700)	C	2	0	(M)(O) May be inoperative provided associated pack is not used.
9.	Air Mix Valve Position Indicators (-100/-200/-300/-500/ -600/-700)	C	2	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
10.	Cabin Rate of Climb Indicator			
	1) Analog Control System (-100/ -200/-300/-400/ -500) C	1	0	May be inoperative provided AUTO and STBY control modes operate normally.
	C	1	0	(M)(O) May be inoperative provided flight is conducted in unpressurized configuration.
	2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) C	1	0	May be inoperative provided AUTO and ALTN control modes operate normally.
	a) (-300/-400/ -500) C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, and b) Outflow valve is positioned to 25% open position.
	b)(-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent) C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
10.	Cabin Rate of Climb Indicator (Cont'd)				
	2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)				
	c) (-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	d) (-900)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
11.	Cabin Altitude Warning System	C	1	0	May be inoperative provided flight altitude remains at or below 10,000 feet MSL.
***	1) High Altitude Warning System	C	1	0	May be inoperative provided procedures do not require its use. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
11.	Cabin Altitude Warning System (Cont'd)				
***	2) CABIN ALTITUDE Light				
	a) -100/-200/ -300/-400/-500 (upon incorporation of Boeing Service Bulletin 737-31A1325)	C	1	0	May be inoperative provided TAKEOFF CONFIG warning light operates normally.
		C	1	0	(O) May be inoperative provided flight crew performs a briefing on cabin altitude warning indications and procedures before engine start for the first flight of the day or following any change of either flight crew member.
	c) -600/-700/ -800/-900 (upon incorporation of Boeing Service Bulletin 737-31A1332, or production equivalent)	C	2	0	May be inoperative provided associated TAKEOFF CONFIG warning light operates normally.
		C	2	0	(O) May be inoperative provided flight crew performs a briefing on cabin altitude warning indications and procedures before engine start for the first flight of the day or following any change of either flight crew member.
12.	Cabin Altitude Indicator				
	1) Analog Control System (-100/ -200/-300/-400/ -500)	C	1	0	May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to crew to convert differential pressure to cabin altitude.
		C	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
12. Cabin Altitude Indicator (Cont'd)				
2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900)	C	1	0	May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to crew to convert differential pressure to cabin altitude.
a) (-300/-400/ -500)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.
b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally.
c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
12.	Cabin Altitude Indicator (Cont'd)				
	2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)				
	d) (-900)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
13.	Cabin Differential Pressure Indicator				
	1) Analog Control System (-100/ -200/-300/-400/ -500)	C	1	0	May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to crew to convert cabin altitude to differential pressure.
		C	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration. (Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
13. Cabin Differential Pressure Indicator (Cont'd)				
2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900)	C	1	0	May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to crew to convert cabin altitude to differential pressure.
a) (-300/-400/ -500)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.
b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-21- 1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally.
c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737-21- 1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.

(Continued)

SYSTEM & SEQUENCE NUMBER / 1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
13. Cabin Differential Pressure Indicator (Cont'd)				
2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)				
d) (-900)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
14. Cabin Pressure Control System				
1) Analog Control System Automatic/ Standby Modes (-100/ -200/-300/ -400/-500)	C	2	1	(O) One may be inoperative provided manual mode (AC and DC actuators) operates normally.
2) Analog Control System Automatic/ Standby/Manual Modes (-100/ -200/-300/-400/ -500)	C	3	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
14.	Cabin Pressure Control System (Cont'd)				
	3) Digital Control System Automatic Modes (-300/ -400/-500/-600/ -700/-800/-900)	C	2	1	(M)(O) One may be inoperative provided: a) Manual mode operates normally, b) Inoperative controller is deactivated, and c) Auxiliary fuel bleed air pressurization system (if installed) is verified to be operational before each departure.
	a) (-300/-400/ -500)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.
	b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operates normally, c) Extended overwater flight is prohibited, and d) Auxiliary tanks (if installed) remain empty or auxiliary fuel is included as part of zero fuel weight.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
14.	Cabin Pressure Control System (Cont'd)				
	3) Digital Control System Automatic Modes (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)				
	c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	2	0	(M) (O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operate normally, d) Extended overwater flight is prohibited, and e) Auxiliary tanks (if installed) remain empty or auxiliary fuel is included as part of zero fuel weight. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	d) (-900)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
14.	Cabin Pressure Control System (Cont'd)				
	4) Digital Control System Manual Mode (-300/-400/-500/-600/-700/-800/-900)				
	a) (-300/-400/-500)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.
	b) (-600/-700/-800 all passenger configuration prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve deactivated to 25% open position or removed, b) Recirculation fan(s) operates normally, and c) Extended overwater flight is prohibited.

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
14. Cabin Pressure Control System (Cont'd)				
4) Digital Control System Manual Mode (-300/-400/ -500/-600/-700/ -800/-900) (Cont'd)				
c) (-600/-700/ -800 all passenger configuration upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M) (O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operate normally, and d) Extended overwater flight is prohibited. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
d) (-900)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
15. Main Outflow Valve				
1) Analog Control System Outflow Valve Actuators (AC and/or DC) (-100/ -200/-300/ -400/-500)	C	2	1	One actuator may be inoperative for pressurized cargo-only flight, provided airplane is depressurized before landing.
	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited.
2) Digital Control System Outflow Valve Automatic Mode Actuators				
a) (-300/-400/ -500)	C	2	1	One may be inoperative provided manual mode actuator operates normally.
	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.
b) (-600/-700/ -800/-900)	C	2	1	One may be inoperative provided manual mode actuator operates normally.
c) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operate normally, and c) Extended overwater flight is prohibited.

(Continued)

SYSTEM & SEQUENCE NUMBER / 1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
15. Main Outflow Valve (Cont'd)				
2) Digital Control System Outflow Valve Automatic Mode Actuators (Cont'd)				
d) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	2	0	(M) (O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operate normally, and d) Extended overwater flight is prohibited. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
e) (-900)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
15.	Main Outflow Valve (Cont'd)			
	3) Digital Control System Outflow Valve Manual Mode Actuator			
	a) (-300/-400/-500) C	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.
	b) (-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent) C	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operate normally, and c) Extended overwater flight is prohibited.
	c) (-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent) C	1	0	(M) (O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operate normally, and d) Extended overwater flight is prohibited. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
15.	Main Outflow Valve (Cont'd)				
	3) Digital Control System Outflow Valve Manual Mode Actuator (Cont'd)				
	d) (-900)	C	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
16.	Pressure Relief Valves				
	1) Analog Control System (-100/ -200/-300/-400/ -500)	C	2	1	(M) One may be inoperative closed for pressurized flight.
		C	2	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.
	2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900)	C	2	1	(M) One may be inoperative closed for pressurized flight.
	a) (-300/-400/ -500)	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
16. Pressure Relief Valves (Cont'd)				
2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)				
b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operate normally.
c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	2	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
d) (-900)	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
17.	Temperature Indicators				
	1) Supply Duct (-100/-200/-300/ -500/-600/-700	C	1	0	May be inoperative provided both duct overheat warning systems operate normally.
	2) Supply Duct (-400/-800/-900)	C	3	0	May be inoperative provided associated ZONE TEMP light operates normally.
	3) Pass Cabin	C	-	0	
	4) Pack (-400/ -800/-900)	C	2	0	
18.	Duct Overheat Warning Lights				
	1) DUCT OVERHEAT (-100/-200/-300/-500/-600/-700)	C	2	0	May be inoperative provided supply duct temperature indicators operate normally.
	2) ZONE TEMP (-400/-800/-900)	C	3	0	May be inoperative provided associated supply duct temperature indicator operates normally.
19.	Passenger Cabin Temperature Control Systems				
	1) Automatic/ Manual Controls (-100/-200/-300/ -500/-600/-700)	C	2	1	
		C	2	0	(O) May be inoperative provided right pack is not used.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
19.	Passenger Cabin Temperature Control Systems (Cont'd)				
	2) FWD/AFT				
	a) (-400/-800/ -900)	C	2	0	(O) May be dispatched with faults indicated by ZONE TEMP Light(s) during Master Caution recall provided associated temperature control system is checked to operate normally before each takeoff.
	b) (-400/-800)	C	2	0	(M)(O) May be inoperative provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.
		C	2	0	(M)(O) May be inoperative provided associated Trim Air Modulating Valve is deactivated CLOSED.
	c) (-900)	C	2	0	(M)(O) May be inoperative provided: a) Trim Air Pressure Regulating and Shutoff Valve remains Closed, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
		C	2	0	(M)(O) May be inoperative provided: a) Associated Trim Air Modulating Valve is deactivated CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
20.	Cabin Temperature Indicator				Incorporated into item 21-17 Revision 34a.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
21. Flight Deck Temperature Control Systems				
1) Automatic/Manual Controls (-100/ -200/ -300/-500/ -600/-700)	C	2	1	
	C	2	0	(O) May be inoperative provided left pack is not used.
2) Primary/Back-up Modes				
a) (-400/-800/ -900)	C	2	1	(O) One may be inoperative provided remaining temperature control is verified to operate normally.
b) (-400/-800)	C	2	0	(M)(O) May be inoperative provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.
	C	2	0	(M)(O) May be inoperative provided associated Trim Air Modulating Valve is deactivated CLOSED.
c) (-900)	C	2	0	(M)(O) May be inoperative provided: a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED, b) Forward Cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
	C	2	0	(M)(O) May be inoperative provided: a) Associated Trim Air Modulating Valve is deactivated CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
22.	Forward Outflow Valve (-100/-200/ -300/-400/-500, including STC's SA2969SO, ST01566LA, and ST01961SE)	C	1	0	Except for 737C and STC ST01566LA and ST01961SE cargo or cargo/passenger operations, may be inoperative closed.
		C	1	0	May be inoperative open provided both packs operate normally.
		C	1	0	(O) May be inoperative open with one pack operating normally provided flight altitude remains at or below FL200.
23.	FORWARD OUTFLOW CLOSED Indicating Light (-100/-200)	C	1	0	
24. ***	Gasper Fan (-100/ -200/-300/-500/-600/ -700)	D	1	0	
25.	Water Separator Anti-Icing Systems (-100/ -200/-300/ -500/-600/-700)	C	2	0	(M)(O) May be inoperative provided associated pack is not used.
26.	Ground Preconditioned Air Connection Check Valve	C	1	0	May be inoperative closed.
	1) Analog Control System (-100/ -200/-300/-400/ -500)	C	1	0	(M)(O) May be inoperative open provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment (as applicable) remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
26.	Ground Preconditioned Air Connection Check Valve (Cont'd)				
	2) Digital Control System				
	a) (-300/-400/ -500)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.
	b)(-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally.
	c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
26.	Ground Preconditioned Air Connection Check Valve (Cont'd)				
	2) Digital Control System (Cont'd)				
	d) (-900)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
27.	Electrical/Electronic Equipment Cooling Blowers				
	1) Non-EFIS (-100/-200/-300/-400/-500)	C	2	1	Except for ER operations, one may be inoperative.
	2) EFIS (-300/-400/-500)				
	a) Supply Fans	C	2	1	Except for ER operations, one may be inoperative.
	b) Exhaust Fans	C	2	1	Except for ER operations, one may be inoperative.
	3) CDS (-600/-700/-800/-900)	B	4	3	(M) One fan may be inoperative provided: a) All remaining fans are verified to operate normally, and b) Both low flow detectors are verified to operate normally.
28. ***	Equipment Cooling Check Valve (-100/-200)	D	1	0	May be inoperative open.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
29. ***	Air Cleaner Purge Valves (-100/-200/-300)	C	2	0	
30. ***	Control Cabin Augmentation Fan (-200)	C	1	0	(M)(O) May be inoperative with fan wind-milling provided OAT remains at or below 120 degrees F (49 degrees C).
		C	1	0	(M)(O) May be inoperative with fan wind-milling provided OAT remains at or below 115 degrees F (46 degrees C) if PDCS is installed and operates normally.
		C	1	0	(M)(O) May be inoperative with fan seized provided: a) One air conditioning pack operates normally, b) OAT remains at or below 100 degrees F (38 degrees C), and c) Window heat operates normally.
31.	Recirculation Fan(s)				
	1) (-300/-500)	C	1	0	May be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).
	2) (-400 and Pemco -400 COMBI)	C	2	1	One fan may be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).
		C	2	0	May be inoperative provided OAT remains below 100 degrees F (38 degrees C).
	3) (-600/-700)	C	1	0	May be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.
	4) (-800/-900)	C	2	1	Left fan may be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).
		C	2	1	Right fan may be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
31.	Recirculation Fan(s) (Cont'd)				
	4) (-800/-900) (Cont'd)	C	2	0	May be inoperative provided: a) OAT remains below 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.
	a) (-800EF STC ST02000NY)	C	1	0	May be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.
	5) (-300QC/F, -400F) (STC's ST01566LA, SA2969SO, and SA2970SO Only)	C	1	0	May be inoperative in cargo configuration.
	a) (STC SA2970SO)	C	1	0	May be inoperative in PAX mode provided OAT remains below 100 degrees F (38 degrees C).
32.	Pack Temperature Control System(s) (Electronic Pack/ Zone Controller) (-400/-800/-900)	C	4	2	(O) One system (primary or standby) on each pack may be inoperative provided remaining system on associated pack is checked to operate normally.
33.	Pack Temperature Control Valves (-400/-800/-900)	C	2	0	(O) May be inoperative provided associated Standby Pack Temperature Control Valve(s) is checked to operate normally.
		C	2	0	(M)(O) May be inoperative provided associated pack is not used.
34.	Standby Pack Temperature Control Valves (-400/-800/-900)	C	2	0	(O) May be inoperative provided associated Pack Temperature Control Valve(s) is checked to operate normally.
		C	2	0	(M)(O) May be inoperative provided associated pack is not used.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
35.	Trim Air Pressure Regulating and Shutoff Valve				
	1) (-400/-800)	C	1	0	(M) May be inoperative secured closed.
	2) (-900)	C	1	0	(M)(O) May be inoperative secured closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
36.	Trim Air Modulating Valves				
	1) (-400/-800)	C	3	0	(M) May be inoperative closed.
		C	3	0	(O) May be inoperative in any position provided Trim Air Pressure Regulating and Shutoff Valve remains closed.
	2) (-900)	C	3	0	(M)(O) May be inoperative closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
		C	3	0	(M)(O) May be inoperative in any position provided: a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
37. ***	Outflow Valve Heater Gasket (-100/-200/-300/ -400/-500)	C	1	0	
38.	Outflow Valve Position Indicator	C	1	0	(M)(O) May be inoperative provided valve is verified to be operating normally.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
39.	Trim Air Check Valves				
	1) (-400/-800/-900)	C	2	1	(M) One may be inoperative provided associated valve is deactivated closed.
40.	Equipment Cooling Automatic Flow Control Valve/ Overboard Exhaust Valve				
	1) Analog Control System (-100/ -200/-300/-400/ -500)	C	1	0	(M)(O) May be inoperative in open position provided flight is conducted in an unpressurized configuration.
		C	1	0	May be inoperative in closed position provided both packs and recirculation fan(s) (if installed) are operated during ground taxi operations.
	2) Digital Control System				
	a) (-300/-400/ -500)	C	1	0	(M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.
		C	1	0	May be inoperative in closed position provided both packs and recirculation fan(s) (if installed) are operated during ground taxi operations.
	b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	1	0	(M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operate normally.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				
40.	Equipment Cooling Automatic Flow Control Valve/ Overboard Exhaust Valve (Cont'd)			
	2) Digital Control System (Cont'd)			
	c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent) C	1	0	(M) (O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	d) (-900) C	1	0	(M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient air temperature does not exceed 103 degrees F (30 degrees C).
	e) (-600/-700/ -800/-900) C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Actuator is verified to be in smoke position, and b) Both packs operate normally.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
41.	Door Area Heater Systems				
***	1) Main Deck Cargo Door Heating Blankets/ Systems (737C and –700C)	D	-	0	
	2) Entry Door Area and Overwing Emergency Exit Hatch Area Heater Systems (-600/-700/-800/ -900)	D	-	0	(M) May be inoperative deactivated.
	3) Main Cargo Door Heater System (STC ST01566LA)	D	1	0	(M) May be inoperative in Quick Change cargo configuration.
***	4) Mid-Exit Door Area Heater System -900ER)	D	1	0	(M) May be inoperative deactivated.
42.	Equipment Cooling Low Flow Detector Systems (-600/ -700/-800/-900)	B	2	1	(M)(O) One may be inoperative provided associated fans (supply or exhaust) are verified to operate normally.
43.	Equipment Cooling Air Filter (-600/ -700/-800/-900)	C	1	0	(M) Equipment Cooling System may be operated with filter removed.
44.	Fan Bypass Check Valves (-600/-700/ -800/-900)	C	2	0	May be inoperative open/missing provided airport ambient temperature remains below 80 degrees F (27 degrees C).
		C	2	0	May be inoperative open/missing for an associated inoperative pack.
		D	2	1	One may be inoperative open/missing provided pack associated with remaining fan bypass check valve operates normally.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
45.	Air Distribution Riser Shutoff Valves (-700C)				
	1) Passenger Configuration	C	2	0	(M) May be inoperative provided valves are deactivated open.
	2) Passenger and Cargo Configurations	C	2	0	(M)(O) May be inoperative in closed position provided: a) Flight is conducted in an unpressurized configuration, b) Recirculation fan operates normally, c) Both E/E equipment cooling exhaust fans operate normally, and d) Procedures are established and used to ensure main deck (as applicable) and lower cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.
	a) Right Riser SOV	C	1	0	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to left pack only.
	b) Left Riser SOV	C	1	0	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to one pack.
46.	Air Heater Supernumerary Compartment STC ST01566LA (-300RB) and ST01961SE	D	1	0	May be inoperative provided compartment is not occupied.
47. ***	Humidification System (-800EF STC ST02000NY)	C	3	0	May be inoperative provided: a) Manual shutoff valve is closed, and b) All Humidifier Switches are in OFF.
48. ***	Zonal Drying System (-800EF STC ST02000NY)	C	1	0	(M) May be inoperative provided: a) Manual shutoff valve is closed, and b) Dryer/Humidifier power is removed.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING					
49.	Return Air Grille (-600/-700/-800/ -900)	C	-	-	(M) One may be broken or missing provided: a) Broken or missing grille is located within a designated area as defined by Boeing, and b) Grille is removed and replaced with a blanking plate.
50.	Flight Deck Foot and Shoulder Heater Systems	C	4	0	May be inoperative provided flight deck temperature is acceptable to flight crew.
51. ***	Pack Supply air Cleaner System (-600/-700)	D	2	0	(M) May be inoperative provided associated air cleaner purge valve is deactivated closed.
52. ***	Integrated Display Unit (IDU) Cooling System (-300) (Boeing Service Bulletin 737-31-1435)				
	1) Normal and Alternate Fans	C	2	1	May be inoperative provided IDU COOLING OFF light operates normally.
	2) IDU Cooling Off Light	C	1	0	(M) May be inoperative provided: a) Normal and alternate IDU cooling fans operate normally, and b) IDU cooling fan warning system is verified to operate normally.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 - AUTO FLIGHT					
1.	Autopilot Systems	C	-	1	
		B	-	0	Except for ER operations, may be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to flight crew. NOTE1: Operators should make every effort to repair autopilot early in repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and effect of other inoperative systems. NOTE2: Any mode which functions normally may be used. If CWS is inoperative, do not use other modes (pitch or roll).
	1) Control Wheel Autopilot Disconnect Switches	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1500 feet AGL, and, b) Approach minimums do not require use of autopilot.
		B	2	0	May be inoperative provided autopilot is not used.
***	2) Autopilot Disengage Bar	C	1	0	
2.	Autopilot Disengaged Warning System				
	1) Lights	C	2	1	One may be inoperative when autopilot is used in any axis.
		B	2	0	(O) Except for ER operations, may be inoperative provided autopilots are not used.
***	2) Aural Warning	C	1	0	May be inoperative provided approach minimums do not require its use.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 - AUTO FLIGHT					
3.	Yaw Damper				
	1) (-100/-200/-300/ -400/-500)				
	a) Without Rudder Pressure Reducer System installed	C	1	0	(O) May be inoperative provided yaw damper switch remains OFF. NOTE: Refer to AFM Limitations for SP-77 autopilot.
	b) With Rudder Pressure Reducer System installed	C	1	0	(M)(O) May be inoperative provided: a) Yaw damper switch remains OFF, and b) Rudder Pressure Reducer System is verified to operate normally. NOTE: Refer to AFM Limitations for SP-77 autopilot.
		C	1	0	(M)(O) May be inoperative provided yaw damper is deactivated. NOTE: Refer to AFM Limitations for SP-77 autopilot.
	2) (-600/-700/-800/ -900)	C	1	0	(O) May be inoperative provided yaw damper switch remains off.
***	3) Yaw Damper Indicator	C	1	0	
4. ***	Autothrottle System	C	1	0	May be inoperative provided approach minimums do not require its use.
5.	Mach Trim Systems	C	-	0	(M)(O) May be inoperative provided: a) AFM limitations are observed, and b) Mach trim actuator is verified to be in null/uncommanded elevator position.
	1) (-300/-400/-500/- 600/-700/-800/ -900)	C	2	1	(M) One may be inoperative deactivated provided: a) Remaining Mach trim system is verified to operate normally, and b) Mach trim fail light operates normally.

SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 - AUTO FLIGHT					
6.	SP-77/SP-177/SP-300/Collins Flight and Approach Mode Annunciations	C	-	0	Individual mode annunciations may be inoperative provided associated system modes are not used.
***	1) SP-177/SP-300 Annunciator Panels (-200/ -300/-400/-500)	C	2	1	One may be inoperative provided: a) Engaged system (AP, FD, AT, PDCS, or FMCS) is at pilot position with operative mode annunciator, and b) Approach minimums do not require their use.
		C	2	0	May be inoperative provided associated systems are not used. NOTE: PDCS or FMCS data on CDU may be valid when PDC or FMC annunciator is inoperative.
	2) SP-77 Approach Progress Displays (-100/ -200)	C	2	1	One may be inoperative provided approach minimums do not require their use.
		C	2	0	May be inoperative provided associated system modes are not used.
7. ***	Dual Angle of Attack Sensors/Stall Warning System Sensors/Alpha Vanes (-100/-200/ -300/-400/-500)				
	1) SP-177	C	2	1	(M) Right sensor/vane may be inoperative provided: a) Autopilot B is restricted to CWS, and b) Systems affected by inoperative sensor/vane are deactivated or turned off, and their MEL provisions observed.
	2) SP-300	C	2	1	(M) Left or right sensor/vane may be inoperative provided: a) Associated autopilot channel is restricted to CWS, and b) Systems affected by inoperative sensor/vane are deactivated or turned off, and their MEL provisions observed.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 - AUTO FLIGHT					
8. ***	Autothrottle Disengage Lights	C	2	1	One may be inoperative when autothrottle is used provided approach minimums do not require their use.
		C	2	0	May be inoperative provided autothrottle is not used.
9.	Speed Trim Fail Light System (-300/-400/-500/ -600/-700/-800/ -900)	C	1	0	(M) May be inoperative provided speed trim system is verified to operate normally.
10.	Speed Trim System (-300/-400/-500/ -600/-700/-800/ -900)	C	2	1	(M) One may be inoperative deactivated provided: a) Remaining speed trim system is verified to operate normally, and b) Speed trim fail light operates normally.
11.	STAB OUT OF TRIM Light	B	1	0	(O) Except for ER operations, may be inoperative provided autopilots are not used.
12. ***	Autopilot Trim Circuit Breaker Monitor (-100/-200)	C	1	0	(M) Trim circuit to monitor stabilizer trim CB may be inoperative provided remaining functions of STAB OUT OF TRIM light operate normally.
13. ***	Automatic Thrust Restoration (ATR) System (-300)	C	1	0	May be inoperative unless procedures require its use.
14.	Mode Control Panel Selectors (-200/ -300/-400/-500/ -600/-700/-800/ -900)				
***	1) V/S Selector (DOWN, UP)	C	1	0	May be inoperative provided procedures do not require its use.
***	2) Bank Angle Selector (AUTO, 10, 15, 20, 25, 30)	C	1	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 - AUTO FLIGHT					
15.	Mode Control Panel Switches/Paddles (-200/-300/-400/ -500/-600/-700/-800/ -900)				
	1) A/P CWS Engage Switches	C	2	0	
	2) A/P CMD Engage Switches	C	2	1	
		B	2	0	(O) Except for ER operations, may be inoperative provided autopilots are not use.
***	3) Autothrottle Arm Switch	C	1	0	May be inoperative provided approach minimums do not require autothrottle use.
***	4) A/T SPEED Switch	C	1	0	May be inoperative provided approach minimums do not require autothrottle use.
***	5) F/D Switches	C	2	0	May be inoperative provided approach minimums do not require flight director use.
***	6) IAS/MACH Change Over Switch	C	1	0	
***	7) APP Switch	C	1	0	May be inoperative provided approach minimums do not require autopilot or flight director use.
***	8) EPR/N1, LNAV, VNAV, LVL CHG,V/S, HDG SEL, ALT HOLD, and VOR/LOC Switches	C	-	0	May be inoperative provided enroute operations do not require their use.
***	9) SPD INTV, PDC and ALT INTV Switches	C	-	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 - AUTO FLIGHT					
16.	Mode Control Panel Windows				
***	1) Vertical Speed (VERT SPEED) (-200/-300/-400/ -500/-600/-700/ -800/-900)	C	1	0	May be inoperative provided procedures do not require its use.
	2) (EFIS/PFD/ND) (-300/-400/ -500/ -600/-700/-800/ -900) (Includes STC ST03355AT)				
	a) Airspeed (IAS/MACH)	C	1	0	May be inoperative and associated selector used provided selected airspeed indications operate normally.
	b) Heading (HEADING)	C	1	0	May be inoperative and associated selector used provided selected heading indications operate normally.
	c) Vertical Speed (VERT SPEED)	C	1	0	May be inoperative provided procedures do not require its use.
	d) Vertical Speed (VERT SPEED) (-600/-700/ -800/-900)	C	1	0	May be inoperative and associated selector used provided selected vertical speed indications operate normally.
	e) Altitude (ALTITUDE) (-600/-700/ -800/-900)	C	1	0	May be inoperative and associated selector used provided selected altitude indications operate normally.
	f) Course (COURSE)	C	2	0	May be inoperative and associated selector used provided selected course indications operate normally.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 - AUTO FLIGHT					
16.	Mode Control Panel Windows (Cont'd)				
	2) (EFIS/PFD/ND) (-300/-400/ -500/ -600/-700/-800/ -900) (Includes STC ST03355AT) (Cont'd)				
	g) Window Lighting	B	1	0	May be inoperative provided: a) Selected airspeed indications operate normally, b) Selected heading indications operate normally, c) Selected vertical speed indications operate normally, d) Selected altitude indications operate normally, and e) Selected course indications operate normally.
17.	Takeoff/Go-Around (TO/GA) Switches	C	2	1	One may be inoperative provided approach minimums do not require its use.
		C	2	0	May be inoperative provided: a) Both thrust levers are operated manually for takeoff, and b) Autopilot and Flight Director are not used below Minimum Descent Altitude or 500 feet, whichever is higher. NOTE: Flight director go-around and windshear guidance are not available with both TO/GA switches inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 - AUTO FLIGHT					
18. ***	Mode Control Panel Switch Lights				
	1) Autopilot Engage Switch Lights				
	a) CWS	C	2	0	
	b) CMD	C	2	1	
		B	2	0	(O) Except for ER operations, may be inoperative provided autopilots are not used.
	2) Mode Selector Switch Lights	C	-	0	
	3) A/T ARM Switch Light	C	1	0	
19.	Thrust Mode Annunciator/Thrust Mode Display (-300/-400/-500/ -600/-700/-800/-900)	C	1	0	May be inoperative provided thrust mode limits are observed.
20.	Automatic Landing System				
***	1) Fail Passive	C	1	0	May be inoperative provided approach minimums do not require its use.
***	2) Fail Operational (LAND 3) (-600/-700/-800/ -900)	C	1	0	May be inoperative provided approach minimums do not require its use.
***	3) AUTOLAND Light	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
		D	2	0	May be inoperative provided procedures do not require its use.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS					
1. ***	Flight Deck Speaker System	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Headset earphones or headphones associated with inoperative speaker(s) are installed and operate normally.
2.	Passenger Address System (Includes STC ST10238SC)				
	1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operates normally may be used.
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.
	a) Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	b) Cabin Speakers	C	-	-	May be inoperative provided inoperative speakers are not adjacent to each other.

(Continued)

SYSTEM & SEQUENCE NUMBER / 1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS				
2. Passenger Address System (Includes STC ST10238SC) (Cont'd)				
2) Cargo Configuration (Courier/ Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
a) Lavatory Speakers	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
3. Communication Systems (VHF and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby Bus and is not required for emergency procedures.
1) VHF Comm Control Panels	C	-	-	One side of VHF Comm Control panel tuning function may be inoperative provided: a) Associated transceiver can be tuned from opposite side of control panel, and b) Associated transceiver operates normally.
*** a) Active Frequency Light	C	-	0	
b) Frequency Transfer Switch	C	-	0	May be inoperative provided associated VHF active frequency can be selected.
	D	-	-	May be inoperative provided associated VHF radio is considered inoperative.
c) Frequency Selector Knob	C	-	2	
d) Frequency Indication	C	-	2	

(Continued)

SYSTEM & SEQUENCE NUMBER / 1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS				
3. Communication Systems (VHF and UHF) (Cont'd)				
*** 2) Radio Tuning Panels	C	3	2	One may be inoperative provided left radio tuning panel operates normally.
a) Off-Side Tuning Light	C	-	0	
4. Crewmember Interphone System				
1) Passenger Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of cabin handsets, and b) Alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.
b) Cabin to Cabin Function	B	2	0	(O) May be inoperative provided alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operate normally may be used.
	B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of cabin handsets, and b) Alternate communications procedures between affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS					
4.	Crewmember Interphone System (Cont'd)				
	1) Passenger Configuration (Cont'd)				
	c) Flight Deck to Ground Function (Includes CALL functions)				
	(1) Large Turbojet Airplanes Operating Under 14 CFR 121	C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.
		C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.
		B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	(2) All Other Aircraft/ Operations	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS				
4. Crewmember Interphone System (Cont'd)				
2) Cargo Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	C	-	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
b) Cabin to Cabin Function	D	-	0	
c) Flight Deck to Ground Function (Includes CALL functions)				
(1) Large Turbojet Airplanes Operating Under 14 CFR 121	C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.
	C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.
	B	-	0	(O) May be inoperative provided alternate procedures are established and used.

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS				
4. Crewmember Interphone System (Cont'd)				
2) Cargo Configuration (Cont'd)				
c) Flight Deck to Ground Function (Includes CALL functions) (Cont'd)				
(2) All Other Aircraft/ Operations	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
5. Cabin Attendant(s) Inter-Cabin Phone System				DELETED prior to Revision 27, relief incorporated into Item 23-4.
6. *** Selective Call System (SELCAL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
7. Flight Interphone System				
1) Flight Deck Intercom				DELETED by Revision 33. Relief incorporated into Item 25-11.
2) Flight Deck to Ground				DELETED by Revision 45, relief incorporated into Item 23-4.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS					
8.	Forward Observer's Audio Selector Panel				DELETED Revision 33, relief incorporated into Item 25-11.
9. ***	ACARS System	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of system that operates normally may be used. |
		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of system that operates normally may be used.
	1) ACARS Printer	D	-	0	
	2) FMC Interface Function	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of system that operates normally may be used. |
		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of system that operates normally may be used.
10.	Cockpit Voice Recorder System (CVR)				
	1) Aircraft without Recorder Independent Power Supply (RIPS)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS					
10.	Cockpit Voice Recorder System (CVR) (Cont'd)				
***	2) Aircraft with Recorder Independent Power Supply (RIPS)(-600/ -700/-800/-900)	A	1	0	(M) May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) RIPS circuit breaker is pulled and collared, c) A 15 minute interval after pulling of the c/b is achieved before departure, and d) Repairs are made within three flight days. NOTE: CVR is inoperative with the RIPS c/b pulled and collared.
	a) Recorder Independent Power Supply (RIPS)	C	1	0	(M) May be inoperative provided: a) CVR operates normally, and b) RIPS battery is removed.
11. ***	High Frequency (HF) Communication System (Includes STC's ST02959AT and ST01837LA)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over intended route of flight, and d) If Inmarsat Codes are not available while using SATCOM voice, prior coordination with appropriate ATS facility is required. NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by appropriate ATS facility.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS					
12. ***	Emergency Locator Transmitter (ELT)				
	1) Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
	2) Fixed ELTs				
	a) Required by 14 CFR	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days
		A	-	0	May be missing provided repairs are made within 90 days
	b) Not Required by 14 CFR	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		D	-	-	Any in excess of those required by 14 CFR may be missing.
13.	Flight Crew Audio Selector/Control Panels	A	2	1	(O) Either Captain's or First Officer's audio control panel may be inoperative provided: a) Optional AUDIO transfer switch is installed and operates normally, b) Primary observer's audio control panel is located on aft electronics panel and operates normally, and c) Repairs are made within two flight days.
***	1) AUDIO Transfer Switch	C	1	0	
14.	Headsets/ Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
	1) Headset Boom Microphones				
	a) Cockpit Voice Recorder Equipped to Record Boom Microphone	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) Associated hand microphone is installed and operates normally, and c) Repairs are made within three flight days.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS					
14.	Headsets/ Headphones (Cont'd.)				
	1) Headset Boom Microphones (Cont'd)				
***	b) Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.
	2) Headset Earphones/ Headphones	C	-	1	Either Captain's or First Officer's headset earphones/ headphones may be inoperative provided associated flight deck speaker operates normally.
15. ***	Pre-recorded Passenger Announcement System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
16.	Push-To-Talk (PTT) Switches				
	1) Control Wheel PTT Switches	C	2	1	(M) One may be inoperative provided: a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open or is deactivated.
	2) Flight Crew Audio Selector Panel PTT Switches	C	2	1	(M) One may be inoperative provided: a) Associated control wheel PTT switch operates normally, and b) Affected switch is verified failed open.
***	3) Glareshield Panel PTT Switch(es)	C	-	0	(M) May be inoperative provided affected switch is either verified failed open or is deactivated.
		D	-	0	(M) May be inoperative provided: a) Affected switch is either verified failed open or is deactivated, and b) Procedures do not require its use.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS					
16.	Push-To-Talk (PTT) Switches (Cont'd)				
***	4) Pendant Switch(es)	C	-	0	(M) May be inoperative provided affected switch is either verified failed open or is deactivated.
		D	-	0	(M) May be inoperative provided: a) Affected switch is either verified failed open or is deactivated, and b) Procedures are not based on its use.
17.	Flight Deck Hand Microphones	C	-	0	May be inoperative or missing provided associated boom microphone operates normally.
		D	-	0	Any in excess of those required for each person on flight deck duty may be inoperative or missing.
18. ***	Satellite Communication System (SATCOM)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
19.	Alerting System (Audio/Visual)				
	1) Passenger Configuration				
	a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided flight deck audio alerting system operates normally. NOTE: Flight deck audio alerting system must always be operative. (Continued)

SYSTEM & SEQUENCE NUMBER / 1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS				
19. Alerting System (Audio/Visual) (Cont'd)				
1) Passenger Configuration (Cont'd)				
b) Flight Attendant Visual Alerting System	B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF) item. NOTE 2: Any visual alerting system function(s) that operates normally may be used.
c) Flight Attendant Audio Alerting System	B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF) item. NOTE 2: Any audio alerting system function(s) that operates normally may be used. (Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS				
19. Alerting System (Audio/Visual) (Cont'd)				
2) Cargo Configuration				
a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided flight deck audio alerting system operates normally.
b) Flight Deck Call System	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.
c) Courier/ Supernumerary Visual Alerting System	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.
	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any visual alerting system function(s) that operates normally may be used.
d) Courier/ Supernumerary Audio Alerting System	B	1	0	((O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.
	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any audio alerting system function(s) that operates normally may be used.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS				
20. Handset Systems ***				
1) Passenger Configuration				
a) Flight Deck	C	1	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
b) Cabin	B	-	-	(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, and b) Alternate communication procedures between affected flight attendant station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy fifty percent requirement. NOTE 2: Any handset functions that operate normally may be used.
2) Cargo Configuration				
a) Flight Deck	C	1	0	(O) May be inoperative provided flight deck to courier/ supernumerary communication operates normally.
	D	1	0	May be inoperative provided procedures do not require its use.
b) Courier/ Supernumerary	D	-	1	
	D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS					
21. ***	Electronic Visual Surveillance Systems (All Installed Systems)	A	1	0	(O) May be inoperative and components may be missing provided: a. Alternate procedures are established and used, and b. Repairs are made within three flight days. NOTE: Any portion of the system which operates normally may be used.
		C	1	0	(O) May be inoperative and components may be missing provided: a. The flight deck door viewing port is installed and operates normally, and b. Alternate procedures are established and used. NOTE: Any portion of the system which operates normally may be used.
		D	1	0	May be inoperative and components may be missing provided procedures do not require its use.
	1) All Cargo Configuration	C	1	0	May be inoperative provided courier/supernumerary compartment remains empty.
		D	1	0	May be inoperative and components may be missing provided procedures do not require its use.
22. ***	Electronic Voice Checklist	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
23. ***	Multipurpose Interactive Display Unit (MIDU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for affected subsystems.
24. ***	Landscape Camera System (-800EF STC ST02000NY)	D	1	0	
	1) Dome Camera	D	1	0	(M) May be inoperative or missing.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS					
25. ***	Automated Flight Information Reporting System (AFIRS) (STC's ST10345SC and ST02361NY)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of system that operates normally may be used.
		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of system that operates normally may be used.
***	1) Global Voice SATCOM (ST02361NY)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	a) Cockpit Dialer Pad	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	b) Flt Compt. Handset	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	c) Pax Compt. Handset	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
***	2) Global Messaging (ST02361NY)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of the system that operates normally may be used.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS				
26. ***	Avionica secureLINK Airborne Wireless Router (STC03151AT) D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any mode that operates normally may be used.

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 - ELECTRICAL POWER					
1.	Engine Driven Generator Systems				
	1) (-100/-200/-300/ -400/-500)	B	2	1	(M)(O) Except for ER operations, may be inoperative provided: a) APU generator operates normally and is used throughout flight, and b) An APU fuel heater is installed.
		B	2	1	(M)(O) Except for ER operations, may be inoperative provided: a) APU generator operates normally and is used throughout flight, and b) Fuel temperature is maintained at or above 32 degrees F (0 degrees C).
	2) (-600/-700/-800/ -900)	B	2	1	(M)(O) Except for ER operations, may be inoperative provided APU generator operates normally and is used throughout flight.
	3) (-700/-800 with APU serial numbers P-7534 and lower, or P-7638 and Higher; or upon incorporation of Honeywell Service Bulletin 131-49-7949, or Production Equivalent)				DELETED Revision 53
	4) (-700/-800 with APU serial numbers P-7535 through P-7637 prior to incorporation of Honeywell Service Bulletin 131-49-7949)				DELETED Revision 53
2.	APU Generator System	C	1	0	Except for ER operations, may be inoperative.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 - ELECTRICAL POWER					
3.	Engine Driven Generator LOW OIL PRESSURE/DRIVE Lights				
	1) (-100/-200/ -300/-400/-500)	C	2	0	LOW OIL PRESSURE/DRIVE lights and associated generator low oil pressure switches may be inoperative provided associated HIGH OIL TEMP light and oil temperature indicator operate normally.
	2) (-600/-700/ -800/-900)	C	2	0	DRIVE lights and associated generator low oil pressure switches may be inoperative.
4.	Engine Driven Generator Oil Temperature Indicator Systems (-100/-200/-300/ -400/-500)	C	2	0	May be inoperative provided associated LOW OIL PRESSURE/DRIVE light and HIGH OIL TEMP light operate normally.
5.	Engine Driven Generator HIGH OIL TEMP Lights (-100/-200/-300/ -400/-500)	C	2	0	May be inoperative provided associated LOW OIL PRESSURE/DRIVE light and oil temperature indicator operate normally.
6.	Transformer Rectifiers				
	1) No. 2 TR (-100/ -200)	B	1	0	Except for ER operations, may be inoperative provided: a) All DC busses and all generators (including APU generator) operate normally, and b) APU generator can be electrically connected to either bus.
7.	Frequency Meter	C	1	0	
8.	AC Volts Indication	B	1	0	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.
	1) Residual Voltage Function (-100/-200/-300/ -400/-500)	C	1	0	
9.	AC Ammeters	C	-	0	May be inoperative provided associated generator off bus lights operate normally.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 - ELECTRICAL POWER					
10.	Generator System Annunciator Panel (-100/ -200/-300/ -400/-500)	C	1	0	
11.	External Power System	C	1	0	NOTE: Any portion of system which operates normally may be used.
***	1) DC Receptacle	D	1	0	
12.	GEN OFF BUS Lights	C	2	1	One may be inoperative provided associated generator AC ammeter operates normally.
13. ***	Galley Load Shed Sensor Module (-300/-400/-500)	C	1	0	May be inoperative provided GALLEY Power Switch remains OFF when APU is being used to power both generator busses on ground.
14. ***	BAT DISCHARGE Light	C	1	0	
15. ***	TR UNIT Light	C	1	0	
16. ***	ELEC Light				
	1) (-300/-400/-500)	C	1	0	(O) May be inoperative provided: a) Standby Power Test is accomplished, and b) Battery Charger is verified to operate normally.
	2) (-600/-700/-800/ -900)	C	1	0	(O) May be inoperative provided: a) Standby Power Test is accomplished once each flight day, and b) Battery Charger is verified to operate normally.
17.	DC Ammeter Indication	B	1	0	(O) May be inoperative provided: a) BAT position operates normally, b) Standby Power Test is accomplished, and c) Procedures do not require its use.
18.	DC Volts Indication	B	1	0	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 - ELECTRICAL POWER					
19.	APU GEN OFF BUS Light	C	1	0	May be inoperative provided: a) APU frequency meter operates normally, and b) APU ammeter operates normally.
20. ***	Cabin Power Switch (Jet Aviation Engineering Services, (JAES))	B	1	0	(M) May be inoperative provided procedures are established and used to deactivate cabin power.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS				
1.	Megaphones (Includes STC's SA2969SO, and ST10238SC) D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, and b) Required distribution is maintained. NOTE: Not required for all-cargo operations.
2.	Crewmember Shoulder Harness (Flight Deck)			DELETED Revision 33, relief incorporated into Item 25-11.
3.	Flight Attendant Seat Assembly (Single or Dual Position)			
	1) Required Flight Attendant Seats B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or passenger seat which is most accessible to inoperative seat(s), so as to most effectively perform assign duties, c) Alternate procedures are established and used as published in crewmembers manuals, d) Folding type seat stows automatically or is secured in retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY". NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 -	EQUIPMENT AND FURNISHINGS			
3.	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)			
	1) Required Flight Attendant Seats (Cont'd)			NOTE 3: Individual operators, when operating with inoperative seats, will consider locations and combinations of seats to ensure that proximity to exits and distribution requirements of applicable 14 CFR are met. NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to adjacent seat, adjacent seat must operate normally.
	2) Excess Flight Attendant Seats C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
	3) All Cargo Configuration D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.
***	4) Seat Cushion Heating System D	-	0	(M) May be inoperative provided heating system is deactivated.
4.	Cabin Window Shades D	-	0	May be inoperative in a compartment used for cargo provided AFM Limitations are observed. NOTE: Passenger Cabin Window Shades in compartments configured for passengers only are considered a passenger convenience item.

SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS					
5.	Cargo Compartment Restraint Components	A	-	-	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source, i.e. an approved Cargo Loading Manual, or Weight and Balance Document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
		C	-	-	May be inoperative or missing provided associated cargo compartment remains empty.
		C	-	-	May be inoperative or missing provided pallet with inoperative lock(s) is removed.
	1) Passenger Pallets (737C, -300 QC, and -700C)	C	-	-	(M) One lock per pallet may be inoperative provided: a) Three seats in group associated with lock are blocked by folding and securing backrests in a forward position, and b) If more than one lock is inoperative, pallet must be removed. NOTE: If a pallet lock cover is broken or missing, associated lock is considered inoperative.
	2) Cargo Pallet Locks (Pemco 737 F/QC and COMBI)	C	-	-	(M)(O) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e. an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
6.	Passenger Seat(s) (Includes STC ST10238SC)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) Affected seat(s) is blocked and placarded “DO NOT OCCUPY”. NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seat(s) does not affect required number of Flight Attendants. NOTE 3: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats. (Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS				
6. Passenger Seat(s) (Includes STC ST10238SC) (Cont'd)				
1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in upright position.
	D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.
2) Arm Rests				
a) Armrest with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Arm rest does not block an Emergency Exit, b) Arm rest does not restrict any passenger from access to main aircraft aisle, and c) If armrest is missing, seat is secured in full upright position.
b) Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Arm rest does not block an Emergency Exit, and b) Arm rest does not restrict any passenger from access to main aircraft aisle.
3) Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.
4) Electrical/ Electronic Systems/ Components				DELETED Revision 49.
7. Second Observer Seat				MOVED to Item 25-11 prior to Revision 30.
8. Flight Deck Door Lock Solenoid				MOVED to Item 52-8 prior to Revision 30.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 -	EQUIPMENT AND FURNISHINGS				
9.	"Fasten Seat Belts While Seated" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
10. ***	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that item(s) is deferred in accordance with operator's NEF deferral program. NEF program, procedures, and processes must be outlined in operator's appropriate document. (M) and (O) procedures, if required, must be available to flight crew and included in operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.
11.	Observer Seat(s)				
	1) Primary Observer's Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in passenger cabin is made available to an FAA inspector for performance of official duties, and b) Repairs are made within two flight days.
		A	1	0	May be inoperative provided: a) Second observer's seat is available to an FAA inspector for performance of official duties, and b) Repairs are made within two flight days. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 -	EQUIPMENT AND FURNISHINGS				
11.	Observer Seat(s) (Cont'd)				
	1) Primary Observer's Seat (Including Associated Equipment) (Cont'd)	A	1	0	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for performance of official duties, and c) Repairs are made within two flight days. NOTE 1: These provisos are intended to provide for occupancy of above seats by an FAA inspector when minimum safety equipment (oxygen and safety belt) is functional and inspector determines conditions to be acceptable. NOTE 2: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
***	2) Second Observer's Seat (Including Associated Equipment)	D	1	0	NOTE: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
***	3) Crotch Straps	C	-	0	
12. ***	Emergency Flashlight Holders/ Flashlights				
	1) Cabin	C	-	-	May be inoperative or missing provided crewmember assigned to affected position has a normally operating flashlight readily available. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 -	EQUIPMENT AND FURNISHINGS				
12. ***	Emergency Flashlight Holders/ Flashlights (Cont'd)				
	2) Flight Deck	C	-	-	May be inoperative or missing provided crewmember assigned to affected position has a normally operating flashlight readily available.
13 ***.	Emergency Evacuation Signal System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
14.	Main Deck Cargo 9G Barrier Net				
	1) (737F and QC) (PEMCO World Air Services, Inc.)	C	1	1	One net attachment, at any location, may be broken or missing provided maximum loading on main deck is reduced to 34,650 lb. NOTE: Not required for all-passenger operations.
	2) (-700C and –700 Combi)	C	1	0	In cargo mode, may be missing or net attachments may be broken or missing provided approved cargo loading limits in Weight and Balance Control and Loading Manual are observed. NOTE: Not required for all-passenger operations.
		D	1	0	May be missing or net attachments may be broken or missing provided associated cargo compartment remains empty. NOTE: Not required for all-passenger operations. (Continued)

SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS					
14.	Main Deck Cargo 9G Barrier Net (Cont'd)				
	3) (STC ST01566LA)	C	1	1	In cargo mode only one attachment may be broken or missing provided: a) There are no visible defects on remaining net fittings, and b) Maximum allowable load limits are observed.
		D	1	0	May be missing or net attachments may be broken or missing provided associated cargo compartment remains empty. NOTE: Not required for all-passenger operations.
15.	Heating Blankets				MOVED to Item 21-41 in Revision 33.
16.	Lower Cargo Compartment Lining Panels and Floor Panels	C	-	-	(M)(O) May be damaged or missing provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.
17.	Emergency Medical Equipment (Includes STC ST10238SC)				
	1) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one required first aid kit may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative. (Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS				
17. Emergency Medical Equipment (Includes STC ST10238SC) (Cont'd)				
2) Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
3) Augmented Emergency Medical Kit				DELETED Revision 46.
4) Automatic External Defibrillators (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
18. Flotation Equipment (Crew and Passengers)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.
19. Underseat Baggage Restraining Bars				MOVED to item 25-6 in Revision 39.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 -	EQUIPMENT AND FURNISHINGS				
20.	Exterior Lavatory Door Ashtrays				
	1) Airplanes With More Than One Exterior Lavatory Door Ashtray Installed	A	-	-	One may be missing provided it is replaced within 10 calendar days.
	2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 3 calendar days.
21.	Flight Crew Seats				
	1) Recline Mechanism	A	2	0	(M) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Repairs are made within two flight days
	2) Vertical Adjustment	A	2	0	(M) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Repairs are made within two flight days.
	3) Armrests	B	4	0	(M) May be inoperative in up position or removed provided seat is acceptable to affected crewmember.
	4) Lumbar/Thigh Supports	C	4	0	May be inoperative provided seat is acceptable to affected crewmember.
***	5) Headrests	C	2	0	May be inoperative or missing provided seat is acceptable to affected crewmember.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS				
22.	Galley/Lavatory Waste Receptacle Access Doors/ Covers			
	1) Galley Waste Receptacle Access Doors/ Covers C	-	-	(M)(O) May be inoperative provided: a) Associated container is empty, b) Container access is secured to prevent waste introduction into compartment, and c) Procedures are established to ensure that sufficient galley/lavatory waste receptacles are available to accommodate all waste that may be generated during flight.
	2) Lavatory Waste Receptacle Access Doors/ Covers C	-	-	(M)(O) May be inoperative provided: a) Associated container is empty, b) Container access is secured to prevent waste introduction into compartment, c) Lavatory is used only by crewmembers, and d) Associated lavatory entrance door is locked closed and placarded: INOPERATIVE – DO NOT ENTER. NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.
23. ***	Automatic Cargo Loading Systems D	-	0	NOTE: Any portion of system(s) that operates normally may be used.
24. ***	Overhead Storage Bin(s)/Cabin and Galley Storage C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Associated bin or compartment is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead storage compartment, if no partitions are installed, entire overhead storage compartment is considered one compartment. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 -	EQUIPMENT AND FURNISHINGS				
24. ***	Overhead Storage Bin(s)/Cabin and Galley Storage (Cont'd)	C	-	-	(M)(O) May be inoperative provided: a) Affected door(s) is removed or, for retractable doors, secured in the retracted (fully open) position, b) Associated bin or compartment is not used for storage of any item(s) except for those permanently affixed, c) Associated bin or compartment is prominently placarded DO NOT USE, d) Procedures are established and used to alert crew members and passengers of inoperative bins, and e) Passengers are briefed that associated bin or compartment is not used. NOTE 1: For overhead storage compartments, if no partitions are installed, entire overhead storage compartment is considered one compartment. NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.
	1) Multi Latch/Quarter-Turn Lug Installations	C	-	-	One latch/lug per compartment may be inoperative provided: a) Remaining latch(es)/lug(s) on affected compartments operate normally, and b) If affected compartment is used for a galley cart, cart remains empty.
***	2) Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.
25. ***	Beds (Electrical Operation) (Jet Aviation Engineering Services, (JAES))	C	-	0	May be inoperative provided manual override system operates normally.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS					
26. ***	Tables (Electrical Operation) (Jet Aviation Engineering Services, (JAES))	C	-	0	May be inoperative provided manual override system operates normally.
		C	-	0	May be inoperative provided seats at associated inoperative table are not occupied.
27. ***	Crash Pads (Jet Aviation Engineering Services, (JAES))	C	-	0	May be inoperative or missing provided associated seat adjacent to crash pad is not occupied.
28. ***	Emergency Vision Assurance System (EVAS) (STC SA00892LA)	C	2	0	
29. ***	Secondary Door Barrier (Flight Deck Security)	C	1	0	(O) May be inoperative provided: a) Barrier remains in retracted position, and b) Alternate procedures are established and used.
		C	1	0	(M)(O) May be inoperative provided: a) Barrier is removed, and b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
30. ***	Security Kit and/or Associated Equipment	D	-	0	May be inoperative, missing, or have missing equipment.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
1.	Engine and APU Fire Extinguisher Discharge Lights	C	3	0	
2.	Engine Overheat and Fire Detection Systems				
	1) Basic Systems (-100/-200)	C	4	2	(M) One overheat detection system or one fire detection system per engine may be inoperative provided operative system is tested and operates normally before each departure
	2) Dual Loop	C	4	2	(O) Except for ER operations beyond 120 minutes, one loop (A or B) per engine may be inoperative.
3.	Portable Fire Extinguishers	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
4.	Wheel Well Fire Detection System	C	1	0	(M) May be inoperative provided brake temperature monitoring system (BTMS) operates normally.
		C	1	0	(M)(O) May be inoperative provided brakes are inspected and are cool to touch before engine start. NOTE: In case of engine failure after V_1, performance is prime consideration, and landing gear should be retracted normally until performance penalty with gear down is not a problem. Pilots must consider possibility of ice accumulation on gear associated with delayed raising of landing gear or lowering landing gear during winter operations.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
5.	APU Fire Extinguisher Discharge Discs (-100/-200/-300/ -400/-500)	C	2	0	(M) Discs may be missing provided indicator reading is checked to verify proper charge.
***	1) HTL Type	C	2	0	(M) Discs may be missing provided bottle integrity is verified by checking APU fire extinguisher bottle discharge light or weighing bottle once each flight day.
6.	APU Fire Shutoff System	C	1	0	(O) Except for ER operations, may be inoperative provided APU is not used.
7.	APU Fire Extinguisher System	C	1	0	(O) Except for ER operations, may be inoperative provided APU is not used.
8.	APU Fire Detection System				
	1) Single and Dual Loop	C	-	0	(O) Except for ER operations, may be inoperative provided APU is not used.
***	2) APU DET INOP Light	C	1	0	(O) May be inoperative extinguished provided: a) APU fire detection system operates normally, and b) A fire warning test is performed before each APU start.
	3) Dual Loop	C	2	1	(O) Except for ER operations beyond 120 minutes, one loop (A or B) may be inoperative.
	4) External Warning Horn/Warning Light	C	1	0	May be inoperative for ground operation provided flight deck APU Overheat/Fire Protection Panel is continuously monitored.
9.	Engine/APU Fire Extinguisher Test System (EXT TEST) (Squib Test)	C	3	0	(M) May be inoperative provided: a. Failure is verified to be in squib test circuit. b. Squib circuit is verified to operate normally once each flight day.
	1) APU Fire Extinguisher Squib Test Circuits (EXT TEST) (-300/ -400/-500/-600/ -700/-800/-900)	C	2	1	(O) May be inoperative provided remaining APU Squib test circuit is verified to operate normally once each flight day.

(Continued)

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION				
9. Engine/APU Fire Extinguisher Test System (EXT TEST) (Squib Test) (Cont'd)				
2) APU Squib Light	C	1	0	(O) Except for ER operations, may be inoperative provided APU is not used.
10. Fire Warning Bell				
1) Bell Cutout Switch (Overheat/Fire Protection Panel)	C	1	0	May be inoperative provided: a) Bell cutout function of both Master Fire Warning lights operates normally, and b) Fire Warning Bell operates normally.
2) Bell Cutout Function of Master Fire Warning Light	C	2	1	May be inoperative provided: a) Bell cutout function switch operates normally, and b) Fire Warning Bell operates normally.
11. Master Fire Warning Lights				DELETED prior to Revision 27.
12. Wing-Body Overheat Detector System (Left)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Right pack and engine bleed is used for pressurization only, b) Use of APU is prohibited except for engine start, c) Isolation valve and left engine bleed valve remain closed for all operations except engine start, and d) Airplane is not operated in known or forecast icing conditions.
13. Wing-Body Overheat Detector System (Right)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Left pack and left engine or APU bleed air is used for pressurization only, b) Isolation valve and right engine bleed valve remain closed for all operations except engine start, and c) Airplane is not operated in known or forecast icing conditions.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
14. ***	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE)	C	2	0	(O) May be inoperative provided procedures are established and used to ensure main deck cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast
	1) Fire Detection (-700C and -700 Combi, STC ST01566LA)	C	2	1	(O) One loop (A or B) may be inoperative in Combi or Cargo mode.
		C	2	0	May be inoperative in Passenger mode.
	2) Fire Detection (-400C ST000235BO, -400 Combi ST00248BO)				
	a) Cargo Fire Flight Deck Unit (CFFU)	C	1	0	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.
	(1) FAULT Legend	C	1	0	(M) May be inoperative provided system integrity is confirmed by self-test at Cargo Fire Maintenance Unit (CFMU).
	(2) Legend Back-lighting (CARGO FIRE MAIN DECK and TEST)	C	2	0	(O) May be inoperative provided: a) CFFU test is acceptable, b) Operations are not dependent on its use, and c) Sufficient cockpit lighting is available for normal operations.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
14. ***	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)				
	2) Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) (Cont'd)				
	a) Cargo Fire Flight Deck Unit (CFFU)				
	(3) FIRE Legend	C	1	0	May be inoperative provided master FIRE WARN lights and master fire warning bell are checked to operate normally before each departure.
	(4) System Self Test	C	1	0	May be inoperative provided master FIRE WARN lights and master fire warning bell are checked to operate normally before each departure.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
14. ***	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs St01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)				
	2) Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) (Cont'd)				
	b) Cargo Fire Maintenance Unit (CFMU)	C	1	0	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.
	(1) CFMU Indicator Lights	C	20	0	(M) Individual lights may be inoperative provided: a) Each corresponding location is independently verified by CFFU, and b) Self-test is accomplished. NOTE: Dual loop coverage is maintained with loss of one CFMU loop "A" or "B" subassembly failure.
	3) Fire Suppression System (-700C/ -700 Combi, STC ST01566LA)	C	1	0	May be inoperative in Passenger mode.
	a) DEPR Light	C	1	0	May be inoperative in Passenger mode.
		C	1	0	May be inoperative in Combi or Cargo mode provided MAIN SYS light illuminates during system test.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
14. ***	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)				
	3) Fire Suppression System (-700C/ -700 Combi, STC ST01566LA) (Cont'd)				
	b) MAIN SYS Light	C	1	0	May be inoperative in Passenger mode.
		C	1	0	(M) May be inoperative in Combi or Cargo mode provided: a) Failure is verified to be in light circuit, and b) System circuit is verified to operate normally once each flight day.
	4) Smoke Detectors (737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE)	C	-	0	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.
	a) (STC ST01566LA Only)	C	12	6	May be inoperative provided all detectors in opposite loop operate normally.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION				
14. ***	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)			
	4) Smoke Detectors (737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE (Cont'd)			
	b) System Test Feature (737C/QC/ -700 Combi, and STC ST01566LA) C	1	0	(M) May be inoperative provided an acceptable method is used to verify detector system integrity.
	c) System Power (Blue) Light (PEMCO Aeroplex, Inc.)(-300QC, -300F, STC SA2970SO) C	1	0	(M) May be inoperative provided smoke detectors operate normally.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION				
14. ***	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)			
	4) Smoke Detectors (737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)			
	d) (STC ST00235BO Only)			
	(1) Smoke Detector Units C	10	-	(O) Detector(s) may be inoperative provided no cargo is carried in affected zone.
	(2) Smoke Detector Loops C	20	10	One loop in any detector may be inoperative.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION				
14. ***	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)			
	4) Smoke Detectors (737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)			
	e) (STC ST00248BO Only)			
	(1) Smoke Detector Units C	4	0	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.
	(2) Smoke Detector Loops C	8	4	One loop in any detector may be inoperative.

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION				
14. *** Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)				
4) Smoke Detectors (737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)				
f) (STC ST01827LA Only)				
(1) -300	C	12	10	Two detectors may be inoperative provided: a) Inoperative detectors are not in adjacent locations, and b) Detector #1, most forward detector, operates normally.
(2) -400	C	12	10	(M) Two detectors may be inoperative provided they are not in adjacent locations.

SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION				
14. *** Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)				
4) Smoke Detectors (737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)				
g) (STC ST01961SE Only)				
(1) Smoke Detectors	C	20	19	(O) One detector (bus A or B) may be inoperative provided remaining detectors are verified to operate normally before each departure.
(2) DET FAULT Light	C	1	0	(M) May be inoperative provided: a) All CCP smoke detector lights operate normally, and b) System integrity is verified to operate normally before each departure.
(3) CCP Smoke Detector Lights	C	20	0	(M) May be inoperative provided: a) DET FAULT Light operates normally, and b) System integrity is verified to operate normally before each departure.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
14. ***	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)				
	4) Smoke Detectors (737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)				
	g) (STC ST01961SE Only) (Cont'd)				
	(4) CARGO Light	C	1	0	((M)May be inoperative provided: a) DEPRESS Light operates normally, b) All Class E shut-Off valves are verified to be closed after pressing the DEPRESS switch, and c) The forward outflow valve is verified to be open after pressing the DEPRESS switch.
	(5) DEPRESS Light	C	1	0	(M) May be inoperative provided: a) All Class E shut-Off valves are verified to be closed after pressing the DEPRESS switch, and b) The forward outflow valve is verified to be open after pressing the DEPRESS switch.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
15.	Lavatory Fire Extinguisher Systems				
	1) Passenger Configuration	C	-	0	For each lavatory, lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detection system operates normally.
		C	-	0	(M)(O) For each lavatory, lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded: “INOPERATIVE – DO NOT ENTER”, and c) Lavatory is used only by crewmembers. NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.
	2) Cargo Configuration	D	-	0	
16.	Lavatory Smoke Detection System				
	1) Passenger Configuration	C	-	0	(M)(O) For each lavatory, lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded: “INOPERATIVE – DO NOT ENTER”, and c) Lavatory is used only by crewmembers. NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.
	2) Cargo Configuration	D	-	0	
***	3) Lavatory Smoke Detector SELF TEST Switch	C	-	0	(M) May be inoperative provided associated lavatory smoke detector is verified to operate normally.
***	4) Lavatory Smoke Detector TEST Switch on Flight Attendant’s Panel	C	-	0	(M) May be inoperative provided each lavatory smoke detector is verified to operate normally.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION				
17. ***	Engine Fire Extinguisher Thermal/Discharge Discs (-100/-200)			
	1) Discharge (Yellows) Discs C	2	0	(M) May be missing provided indicator readings or other acceptable means are used to verify adequate charge.
	2) Thermal (Red) Discs C	2	0	(M) May be missing provided indicator readings or other acceptable means are used to verify adequate charge.
18.	Wing-Body Overheat Test System			
	1) Flight Deck Test Feature C	1	0	(M) May be inoperative provided system integrity is verified by an acceptable procedure once each flight day.
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) C	-	0	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only installation of smoke or fire detection systems (not suppression) (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)				
	1) Fwd/Aft Detection Loops				
***	a) Boeing installed system, STC ST00749LA-D, ST00763LA-D, ST01184LA, ST01674AT, ST01424LA, ST10153T, ST01804LA, ST01114WI Only	C	4	2	(O) One loop (A or B) in each compartment may be inoperative provided opposite loop is checked to operate normally.
***	b) STC ST00405LA-D Only	C	-	2	(O) May be inoperative provided one loop in each compartment is checked to operate normally.
***	2) Extinguisher Bottles				
***	a) No. 1 (STC ST01424LA, ST01457LA, and ST01804LA Only)	C	1	0	(O) May be inoperative provided associated cargo compartment remains empty.
***	b) No. 2 (Boeing installed system and STC ST01184LA Only)	C	1	0	(M)(O) Except for ER operations, may be inoperative with cargo carried in compartment.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)				
***	2) Extinguisher Bottles (Cont'd)				
***	c) No. 2 (STC ST01424LA ST01457LA, and ST01804LA Only)	C	1	0	(M)(O) May be inoperative provided associated cargo compartment remains empty.
***	d) No. LRD2 (STC ST00405LA-D Only)	C	1	0	(O) Except for ER operations, may be inoperative with cargo carried in compartment.
***	3) Squib Lights (STC ST01424LA, and ST01457LA Only)	C	2	0	(O) May be inoperative provided associated cargo compartment remains empty.
***	4) DISCH Light(s)				
***	a) Boeing installed system, STC ST01184LA and ST00405LA-D Only	C	1	0	(M) May be inoperative provided associated extinguisher bottle(s) is verified to have an adequate charge once each flight day.
***	b) STC ST01424LA, ST01457LA, and ST01804LA Only	C	2	0	May be inoperative provided associated compartment remains empty.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)				
***	5) Extinguisher Bottle Pressure Switch (Boeing installed system only)	C	-	0	(M) May be inoperative provided associated extinguisher bottle(s) is verified to have an adequate charge once each flight day.
***	6) EXT Lights (FWD and AFT) (Boeing installed system, STC ST01184LA and ST00405LA-D Only)	C	2	0	(M) May be inoperative provided: a) Failure is verified to be in squib light circuit, and b) Squib circuit is verified to operate normally once each flight day.
***	7) Fault(s) Indicated by Illumination of MX Indicator (STC ST00511LA, ST00404LA-D, ST00740LA-D, ST00745LA-D, ST00751LA-D, and ST00990LA-D Only)	B	-	-	Dispatch with MX indicator illuminated is permitted provided green SYS OK indicator remains illuminated. NOTE: This is a fault tolerant system and unit will continue to perform its intended function as long as green SYS OK indicator remains illuminated.
	a) Display of FWD INOP and/or AFT INOP Message(s)	B	-	-	(O) May be displayed provided green SYS OK indicator remains illuminated and indicated cargo bay remains empty.
	b) Smoke Detector(s)	C	-	-	(O) One smoke detector may be inoperative in each compartment provided SYS OK indicator on CDU remains illuminated. NOTE: MX indicator on CDU will remain illuminated. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)				
***	8) Control Panel ALARM OFF Switch (STC ST00749LA-D and ST00763LA-D Only)	C	1	0	(O) May be inoperative provided Fire Bell cutout switch silences Cargo Bay Fire Protection Fire Warning Bell.
***	9) DET Lights (STC ST01674AT, and ST01114WI Only)	C	4	2	(O) One light in each compartment may be inoperative provided remaining loop in associated compartment is checked to operate normally before each departure.
***	10) FAIL Lights (STC ST01674AT, and ST01114WI Only)	C	4	2	(O) One light in each compartment may be inoperative provided remaining loop in associated compartment is checked to operate normally before each departure.
***	11) Smoke Detectors				
***	a) STC ST01674AT, and ST01114WI Only	C	-	-	(M) One detector in each detector enclosure may be inoperative provided remaining detector in associated detector enclosure is verified to operate normally before each departure.
***	b) STC ST01424LA, and ST01804LA (-300) Only	C	12	6	(M) May be inoperative provided 2 FWD and 4 AFT in same loop are functional.
***	c) STC ST01457LA, and ST01804LA (-400) Only	C	14	7	(M) May be inoperative provided 3 FWD and 4 AFT in same loop are functional.

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION				
19. *** Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)				
*** 11) Smoke Detectors (Continued)				
*** d) STC ST01804LA (-200)	C	10	5	(M) May be inoperative provided 2 FWD and 3 AFT in same loop are functional.
*** 12) Fault Panel (E & E Compartment, STCs ST01674AT, and ST01114WI Only)	D	1	0	
*** 13) DETECTOR FAULT Light (Boeing Installed System Only)	C	1	0	(O) May be inoperative provided the cargo fire TEST switch is used to check for faults in the cargo fire detection and suppression system before each flight.
20. Lower Cargo Compartment Fire Extinguisher System				Incorporated into item 26-19 in Revision 39.
21. Cabin Configuration Test Panel CARGO/ PASSENGER Lights (-700C and –700 Combi)	C	2	0	(M) May be inoperative provided: a) EE Bay Mode Selector Switch is verified to be in appropriate position for intended airplane configuration before each departure, and b) Passenger Oxygen Shutoff Valve is verified to be in appropriate position for intended airplane configuration before each departure.
22. *** Galley Fire Detection System (Jet Aviation Engineering Services (JAES))	C	1	0	(M) May be inoperative provided procedures are established and used to deactivate cooktop.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
23. ***	Galley Vent Fire Extinguisher System (STC ST09977)	C	1	0	(M) May be inoperative provided procedures are established and used to deactivate cooktop and vent fan.
24. ***	Smoke Detectors (Jet Aviation Engineering Services (JAES))				
	1) Equipment Cabinets	C	-	0	(M) May be inoperative provided all equipment in cabinet is deactivated off.
	2) Cabin Compartments	C	-	0	(O) May be inoperative provided associated cabin compartment remains open and is continuously monitored.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS					
1.	Stabilizer Main Electrical Trim Operating Light (-100/-200)	C	1	0	
2.	Takeoff Warning Horn system				DELETED prior to Revision 27.
3.	Wing trailing Edge Flap Position Indication System				
	1) Mechanical Asymmetry Protection (-100/ -200)	C	1	1	(O) Left Flap position indication may be inoperative provided proper flap operation is verified prior to each takeoff.
4.	Leading Edge Flap/ Slat Position Light Systems				
		C	2	1	Aft overhead panel LE Devices Annunciator panel may be inoperative.
		C	2	1	(M) Forward panel lights may be inoperative provided: a) LE DEVICES Annunciator panel operates normally and is used to verify proper LED position, and b) A placard is installed to indicate proper positions for flap configuration in use.
	1) Leading Edge Slat Indications (-100/-200)	C	6	5	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, and c) All remaining indications on overhead annunciator panel operate normally. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS				
4.	Leading Edge Flap/ Slat Position Light Systems (Cont'd)			
	2) Leading Edge Slat Indications (-300/-500) C	6	5	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.
	3) Leading Edge Slat Indications (-400) C	6	5	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 3 and 4, on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.
	4) Leading Edge Slat Indications (-600/-700) C	8	7	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 4 and 5, on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally. (Continued)

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS				
4. Leading Edge Flap/ Slat Position Light Systems (Cont'd)				
5) Leading Edge Slat Indications (-800)	C	8	7	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 3, 4, 5 and 6, on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.
6) Leading Edge Slat Indications (-900)	C	8	7	(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 2, 3, 4, 5, 6 and 7, on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.
5. Flight Control Low Pressure Lights (A and B) Systems (-100/-200)	C	2	0	May be inoperative provided warning lights, hydraulic pressure and quantity indicators operate normally.
6. Mach Trim System				MOVED to Item 22-5 prior to Revision 27.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS					
7. ***	Auto Speed Brake System				
	1) (All Models except -800 with Short Field Performance (SFP) Option and -900ER)	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Operations are conducted in accordance with AFM, and c) For models with Blended Winglet with Speed Brake Load Alleviation System, Speed Brake Load Alleviation System is considered inoperative.
	2) (-800SFP and -900ER)	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Appropriate performance adjustments are applied, and c) For models with Blended Winglet with Speed Brake Load Alleviation System, Speed Brake Load Alleviation System is considered inoperative.
8.	Flap Load Limiter System				
***	1) -100/-200	C	1	0	(M) May be inoperative provided: a) Flaps are verified to operate normally throughout their full range before each departure, and b) Flaps are not extended beyond Flaps 30 at gross weights above 98,000 lb. (44,453 kg).
	2) -300/-400/-500	C	1	0	May be inoperative provided flaps are not extended beyond Flaps 30.
	3) -600	C	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,830 lb. (42,560 kg), and Flaps are not extended beyond Flaps 15 at gross weights above 105,040 lb. (47,645 kg).
	4) -700	C	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,480 lb. (42,401 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 104,403 lb. (47,356 kg).

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS					
8.	Flap Load Limiter System(Cont'd)				
	5) -800 without Short Field Performance (SFP) Option	C	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,995 lb. (42,635 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 104,875 lb. (47,570 kg).
	6) -800 with Short Field Performance (SFP) Option	C	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 95,800 lb. (43,454 kg), b) Flaps are not extended beyond Flaps 15 at gross weights above 105,000 lb. (47,627 kg), and c) Flaps are not extended beyond Flaps 10 at gross weights above 135,800 lb (61,597 kg).
	7) -900	C	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 94,760 lb. (42,982 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 105,130 lb. (47,686 kg).
	8) -900ER	C	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at landing gross weights above 105,800 lb. (47,990 kg), b) Flaps are not extended beyond Flaps 15 at landing gross weights above 113,400 lb. (51,437 kg), c) Flaps are not extended beyond Flaps 10 at landing gross weights above 135,600 lb (61,507 kg), d) Flaps are not extended beyond Flaps 15 at takeoff gross weights above 155,600 lb. (70,578 kg), and e) Flaps are not extended beyond Flaps 5 at takeoff gross weights above 176,000 lb. (79,832 kg).
9.	Control Wheel Trim Switch Systems	B	2	1	One may be inoperative on non-flying pilot's side provided stabilizer trim system operates normally on flying pilot's side.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS					
10.	FEEL DIFF PRESS Light System	B	1	0	(M) May be inoperative provided: a) Elevator feel system is verified to operate normally, and b) Verification is repeated each flight day.
11.	Auto Slat Fail Light System (-300/-400/ -500/-600/-700/-800/ -900)	C	1	0	(M) May be inoperative provided: a) Auto slat systems are verified to operate normally, and b) Verification is repeated every two flight days.
12.	Auto Slat Systems (-300/-400/-500/ -600/-700/-800/ -900)	C	2	1	(O) One system may be inoperative provided: a) Remaining auto slat system is checked to operate normally, and b) Auto slat fail light operates normally.
13.	Stall Warning Systems				
	1) (-200/-300/-400/ -500/-600/-700/ -800/-900 without Blended Winglet) (-300/-500 with Blended Winglet)	C	-	1	(M) One may be inoperative provided remaining system is verified to operate normally before each departure.
	2) (-700/-800/-900 with Blended Winglet without Speedbrake Load Alleviation System)	C	2	1	(M) One may be inoperative provided remaining system is verified to operate normally before each departure.
	3) (-700/-800/ -900ER with Blended Winglet with Speedbrake Load Alleviation System)	C	2	1	(M) No. 1 SMYD may be inoperative provided remaining stall warning system is verified to operate normally before each departure.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS				
13.	Stall Warning Systems (Cont'd)			
	3) (-700/-800/-900ER with Blended Winglet with Speedbrake Load Alleviation System) (Cont'd)			
	a) (-700) C	2	1	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 143,000 lb. (64,863 kg.), and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when inflight gross weight is in excess of 143,000 lb. (64,863 kg.).
	C	2	1	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 144,500 lb. (65,544 kg).
	b) (-800) C	2	1	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 155,000 lb. (70,306 kg.), and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when inflight gross weight is in excess of 155,000 lb. (70,306 kg.). (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS				
13.	Stall Warning Systems (Cont'd)			
	3) (-700/-800/-900ER with Blended Winglet with Speedbrake Load Alleviation System) (Cont'd)			
	b) (-800) (cont'd) C	2	1	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 156,500 lb. (70,987 kg).
	c) (-900ER) C	2	1	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 170,000 lb. (77,110 kg.), and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when inflight gross weight is in excess of 170,000 lb. (77,110 kg.).
	C	2	1	(M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 171,500 lb. (77,791 kg.).

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS					
14.	Rudder Trim Indicator				
	1) (-600/-700/-800/-900)	C	1	0	(O) May be inoperative provided: a) Control Surface Position Indicating System is installed and operates normally, b) Rudder trim actuator is checked to operate normally, and c) Rudder trim is checked to be centered before each departure.
	2) (All models, upon incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or production equivalent)	C	1	0	(O) May be inoperative provided: a) Rudder trim actuator is checked to operate normally, and b) Rudder trim is checked centered before each departure.
15. ***	Mechanical Flaps Position 30 Stop (100/-200 Modified by STC ST00131SE)	C	1	0	
16.	SPEED BRAKE/ SPEEDBRAKES EXTENDED Light				
***	1) (-300/-400/-500)	D	1	0	
	2) (-600/-700/-800/-900)	C	1	0	(M) May be inoperative provided speedbrakes are verified to operate normally.
17.	Wheel to Rudder Interconnect System (WTRIS) (-600/-700/-800/-900)	C	1	0	
18. ***	Control Surface Position Indicating System	C	1	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS					
19.	Rudder Pressure Reducer (RPR) System (-100/-200/ -300/-400/-500)	C	1	0	(M)(O) May be inoperative provided: a) RPR system is deactivated, and b) RPR valve is verified to provide high pressure output.
20. ***	Speed Brake Load Alleviation System				
	1) -700/-800 with Blended Winglet STC ST00830SE				
	a) -700	C	1	0	(M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 143,000 lb. (64,863 kg), c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach whichever is lower, when inflight gross weight is in excess of 143,000 lb. (64,863 kg), and d) Automatic Speed Brake System is considered inoperative.
		C	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 143,500 lb. (65,090 kg).
	b) -800	C	1	0	(M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 155,000 lb. (70,306 kg), c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach whichever is lower, when inflight gross weight is in excess of 155,000 lb. (70,306 kg), and d) Automatic Speed Brake System is considered inoperative.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS					
20. ***	Speed Brake Load Alleviation System (Cont'd)				
	1) -700/-800 with Blended Winglet STC ST00830SE (Cont'd)				
	b) -800 (Cont'd)	C	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 155,500 lb. (70,533 kg).
	2) -300/-500 with Blended Winglet STC ST01219SE	C	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to the full up position, b) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 125,000 lb. (56,699 kg.), and c) Severe turbulent air penetration speed is 265 KIAS or 0.73 Mach whichever is lower, when inflight gross weight is in excess of 125,000 lb. (56,699 kg.).
		C	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 126,500 lb. (57,380 kg).
	3) -900ER with Blended Winglet	C	1	0	(M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 170,000 lb. (77,110 kg.), and c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach whichever is lower, when inflight gross weight is in excess of 170,000 lb. (77,110 kg.), and d) Automatic Speedbrake System is considered inoperative.

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 - FLIGHT CONTROLS				
20. *** Speed Brake Load Alleviation System (Cont'd)				
3) -900ER with Blended Winglet (Cont'd)	C	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 170,500 lb. (77,337 kg.).
21. *** STBY RUD ON light (Boeing Service Bulletin 737-27A-1279, 737-27-1252R3, 737-27-1253R3, 737-27-1255R3, or production equivalent incorporated)	C	1	0	(M)(O) May be inoperative provided: a) Rudder is verified to operate normally on hydraulic systems A and B independently, b) Standby hydraulic pump is verified to operate normally, and c) Rudder force fight monitor is deactivated.
22. *** Quiet Wing Flaps 1* System (STC ST01535SE Only)				
1) -200	C	1	0	May be inoperative provided: a) Flaps 1* control switch is positioned in UP position, b) System is deactivated by pulling and collaring circuit breaker MS3320-3, c) Appendix QWS001 "Flaps 1* High Altitude Kit" is not used, and d) All other aspects of QWS supplement are followed. NOTE: c/b MS3320-3 is located on P6-2 panel.

SYSTEM & SEQUENCE NUMBER / 1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL				
1. Fuel Boost Pumps (Main Tanks)				
1) (-100/-200/-300/ -400/-500) (All pumps except Plessey 8240 MK I & MK II)				
a) Aft Pumps	C	2	1	(O) One may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lb. (3,402 kg.), and c) A minimum fuel quantity of 2,500 lb. (1,134 kg.) is maintained in associated tank.
b) Forward Pumps	C	2	1	(O) One may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lb. (2,177 kg.), and c) A minimum fuel quantity of 1,800 lb. (817 kg.) is maintained in associated tank.
2) (-100/-200/-300) (Plessey 8240 MK I & MK II)				
a) Aft Pumps	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lb. (3,402 kg.), and c) A minimum fuel quantity of 2,500 lb. (1,134 kg.) is maintained in associated tank.
b) Forward Pumps	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lb. (2,177 kg.), and c) A minimum fuel quantity of 1,800 lb. (817 kg.) is maintained in associated tank. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
1.	Fuel Boost Pumps (Main Tanks) (Cont'd)				
	3) (-600/-700/-800/ -900)				
	a) Aft Pumps	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lb. (3,402 kg.), and c) A minimum fuel quantity of 2,500 lb. (1,134 kg.) is maintained in associated tank.
	b) Forward Pumps	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lb. (2,177 kg.), and c) A minimum fuel quantity of 1,800 lb. (817 kg.) is maintained in associated tank.
2.	Fuel Boost Pumps (Center Tank)	C	2	1	May be inoperative provided tank remains empty.
		C	2	1	(O) May be inoperative with center tank fueled provided: a) Fuel quantity remaining in main wing tanks is adequate to reach a suitable airport if remaining center pump fails at any time, b) Zero fuel weight calculations are adjusted by weight of center tank fuel, c) Effect on airplane balance, in event fuel cannot be used, is accounted for, d) LOW PRESSURE light of operating center fuel tank pump operates normally, and e) Center tank quantity indication operates normally. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL				
2.	Fuel Boost Pumps (Center Tank) (Cont'd) C	2	0	May be inoperative provided: a) Center tank quantity indication operates normally, and b) Center tank remains empty or zero fuel weight calculations are adjusted by weight of center tank fuel. NOTE: AFM limitations for fuel loading must be observed.
	1) Universal Fault Interrupter (UFI) (STC ST01844LA, -300, ST02076LA, -600/-700/-800/ -900) C	2	0	May be inoperative provided associated center tank boost pump is considered inoperative.
3.	Fuel Boost Pump Low Pressure Warning Light Systems			
	1) Main Tank Pump Low Pressure Warning Light Systems C	4	3	(M)(O) May be inoperative provided: a) Associated fuel pump is not used, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.
	a) Main Tank Pump Lights C	4	3	May be inoperative provided: a) Both pumps in associated tank operate normally, and b) Associated tank quantity indicator operates normally.
	C	4	3	May be inoperative for an associated inoperative pump.
	2) Center Tank Pump Low Pressure Warning Light Systems C	2	1	(M)(O) May be inoperative provided: a. Associated fuel pump is not used, and b. MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.

(Continued

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
3.	Fuel Boost Pump Low Pressure Warning Light Systems (Cont'd)				
	2) Center Tank Pump Low Pressure Warning Light Systems (Cont'd)	C	2	0	May be inoperative provided: a) Center tank fuel is not required for flight, b) Center tank fuel boost pumps are turned off, and c) Center tank remains empty or zero fuel weight calculations are adjusted by weight of center tank fuel.
	a) Center Tank Pump Lights	C	2	0	(M)(O) May be inoperative provided: a) Center Tank Fuel Quantity Indicator operates normally, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.
4.	APU Fuel Valve	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) APU is not used, and b) Valve is deactivated closed.
5.	Crossfeed VALVE OPEN Light	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Crossfeed valve is verified to operate normally, b) Fuel quantity indication for both main tanks operates normally.
6.	Flight Deck Fuel Quantity Indicators (Main Tanks)	C	2	1	(M)(O)Except for ER operations, one may be inoperative provided: a) All boost pumps in associated tank operate normally, b) Fuel flow meters operate normally, c) Center tank indicator operates normally, d) Flight crew periodically computes fuel remaining, or checks fuel remaining against a pre-computed fuel burn chart, and e) Fuel quantity in associated main tank is verified by an acceptable procedure.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
7.	Flight Deck Fuel Quantity Indicator (Center Tank)				
	1) (-100 and 600/ -700/-800/-900)	C	1	0	May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty.
	2) (-200/-300/-400/ -500)	C	1	0	(M) May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty.
	3) (-100/-200/-300/-400/-500)	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Both center tank boost pumps operate normally, and b) Fuel quantity in center tank is verified by an acceptable procedure.
	4) (–600/-700/-800/ -900 with Boeing Service Bulletin 737-28A1206 or production equivalent installed)	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Both center tank boost pumps operate normally, and b) Fuel quantity in center tank is verified by an acceptable procedure.
8.	Fuel Temperature Indicator	C	1	0	May be inoperative provided Total Air Temperature or Ram Air Temperature is substituted as an indication of fuel temperature.
9. ***	Fuel Quantity Totalizer	C	1	0	
10.	Pressure Fueling System	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
	1) Fueling Manifold Check Valves	C	-	0	(M) May be inoperative provided associated Fueling Shutoff Valve is verified to operate normally.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
10.	Pressure Fueling System (Cont'd)	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
	2) Fueling Shutoff Valves	C	-	0	(M) May be inoperative closed provided: a) Associated Fueling Manifold Check Valve operates normally, and b) Alternate procedures are established and used.
	3) Refuel Panel Fueling Power Control Switch	C	1	0	May be inoperative off provided refuel panel indicator test switch operates normally in AUX FUELING POWER CONTROL position or FUEL DOOR SWITCH BYPASS position as applicable.
11. ***	Fueling Bay Fuel Cap	D	1	0	
12.	Refueling Control Panel Quantity Indicators	C	-	0	(M) May be inoperative provided fuel quantity is verified by an acceptable procedure.
13.	Manually Operated De-fueling Valve				DELETED prior to Revision 27.
14. ***	Aft Auxiliary Fuel Tank Boost Pumps (Boeing Aux Tank)	C	2	1	(O) One may be inoperative provided: a) Fuel quantity in other tanks is adequate to reach an alternate destination if remaining pump fails at any time, and b) Fuel in tank is included as part of zero fuel weight.
		C	2	0	May be inoperative provided tank remains empty.
		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.

SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
15. ***	Flight Deck Fuel Quantity Indicators (Aft Auxiliary Tank)				
	1) Boeing Tank Indicator (Boost Pump Transfer System)	C	1	0	(M)(O) May be inoperative provided both boost pumps operate normally when tank is fueled.
		C	1	0	May be inoperative provided tank remains empty.
	2) Rogerson/PATS Tank Indicator (Pressurized Transfer System)	C	1	0	(M)(O) May be inoperative provided: a) Both auxiliary fuel transfer systems operate normally, b) Flight deck center tank fuel quantity indicator operates normally, c) Tank is emptied and serviced with a known quantity of fuel, and d) AFM normal procedures are used for in-flight fuel transfer.
		C	1	0	May be inoperative provided tank remains empty.
16.	Fuel Measuring Sticks/Dripsticks	C	-	0	(M) May be inoperative or broken/missing provided fuel quantity is determined by other acceptable means.
17. ***	Fuel Scavenge System	C	1	0	May be inoperative with fuel scavenge shutoff valve closed.
		C	1	0	(O) May be inoperative with fuel scavenge shutoff valve open provided No. 1 Main Fuel Tank forward boost pump remains off.
		C	1	0	May be inoperative with fuel scavenge shutoff valve open provided center tank remains empty.
18. ***	Aft Auxiliary Tank Pressurized Transfer System (Rogerson/PATS Aux Tank)	C	2	1	(O) One may be inoperative provided: a) Remaining transfer system operates normally, b) Fuel quantity in other tanks is adequate to reach an alternate destination if remaining valve fails at any time, and c) Fuel in tank is included as part of zero fuel weight.
		C	2	0	May be inoperative provided tank remains empty.
		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
19. ***	Aft Auxiliary Tank Refueling Valves (Rogerson Aux Tank)	C	2	1	(O) One may be inoperative provided: a) Remaining refueling valve operates normally, and b) Automatic refueling shutoff system operates normally.
20 ***.	Aft Auxiliary Tank LOW PRESSURE/ TRANSFER Lights (Rogerson Aux Tank)	C	2	1	(O) One may be inoperative provided: a) Auxiliary fuel tank indicator operates normally, and b) Automatic transfer system operates normally.
		C	2	0	(O) May be inoperative for an associated inoperative fuel transfer system.
21.	Fuel Quantity Test Switches				
	1) Digital System	C	-	0	
	2) Analog System (-100/-200/-300)				
	a) Flight Deck	C	1	0	(M) May be inoperative provided associated fuel quantity indicators are verified to operate normally once each flight day.
	b) Fueling Panel	C	-	0	(M) May be inoperative provided associated fuel quantity is verified by an acceptable procedure.
22.	FUEL/SPAR VALVE CLOSED Lights				
	1) FUEL VALVE CLOSED Lights (-100/-200/-300/ -400/-500)	C	2	0	(M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally.
	2) SPAR VALVE CLOSED Lights (-600/-700/-800/ -900	C	2	0	(M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
23. ***	Fuel Summation Unit (FSU) (-200/-300/-400/ -500)				
	1) PDCS	C	1	0	(M)(O) May be inoperative provided PDCS functions requiring gross weight are not used.
	2) FMCS (Software Update 7.4 and prior)	C	1	0	(M)(O) May be inoperative provided: a) FMCS functions requiring gross weight are not used, and b) AFDS VNAV mode is not used.
	3) FMCS (Software Updates 7.5, 8.5, and 10.x)	C	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.
24.	Refuel Panel Fueling Power Control Switch				Incorporated as a sub-item in 28-10 Rev 47a.
25. ***	Center Tank Fuel Boost Pump Automatic Shut Off System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed)				
	1) All Models	C	2	0	May be inoperative provided associated center tank fuel boost pump is considered inoperative.
		C	2	0	May be inoperative provided center tank remains empty.

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL				
25. *** Center Tank Fuel Boost Pump Automatic Shut Off System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)				
2) -100/-200/-300/ -400/-500	C	2	0	May be inoperative with center tank fueled provided: a. Both center tank fuel boost pump Low Pressure Warning Light Systems operate normally, b. Center tank fuel quantity indication operates normally, c. Center tank fuel boost pump switches must not be ON unless personnel are available in the flight deck to monitor low pressure lights, d. For ground operations, center tank fuel boost pump switches must not be positioned to ON unless the center tank fuel quantity exceeds 1,000 pounds (453 kg), except when defueling or transferring fuel, e. Both center tank fuel boost pumps are positioned OFF at first indication of fuel pump low pressure, and f. Center tank fuel boost pumps may be positioned ON when established in cruise flight if the center tank contains fuel. (Continued)

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
25. ***	Center Tank Fuel Boost Pump Automatic Shut Off System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)				
	3) -600/-700/-800/ -900	C	2	0	May be inoperative with center tank fueled provided: a. Both center tank fuel boost pump Low Pressure Warning Light Systems operate normally, b. Center tank fuel quantity indication operates normally, c. Center tank fuel boost pumps must not be ON unless personnel are available in the flight deck to monitor low pressure lights, d. For ground operations, center tank fuel boost pump switches must not be positioned to ON unless the center tank fuel quantity exceeds 1,000 pounds (453 kg), except when defueling or transferring fuel, e. Center tank fuel boost pumps are OFF for takeoff if center tank fuel is less than 5,000 pounds (2,300 kg) with airplane readied for initial taxi, f. Both center tank fuel boost pumps are selected OFF when center tank fuel quantity reaches 1,000 pounds (500 kg) of fuel during climb and cruise, g. Both center tank fuel boost pumps are selected OFF when center tank fuel quantity reaches 3,000 pounds (1,400 kg) of fuel during descent and landing, h. Both center tank fuel boost pumps are positioned OFF at first indication of fuel pump low pressure, i. Center tank fuel boost pumps may be positioned ON when established in cruise flight if the center tank contains more than 1000 lb. (500 Kg) of fuel, (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
25. ***	Center Tank Fuel Boost Pump Automatic Shut Off System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)				
	3) -600/-700/-800/ -900 (Cont'd)				j. If the main tanks are not full, the zero fuel gross weight of the airplane plus the weight of center tank fuel may exceed the maximum zero fuel weight by up to 5,000 pounds (2,300 kg) for takeoff, climb and cruise and up to 3,000 pounds (1,400 kg) for descent and landing, provided that the effects of balance (CG) have been considered, and k. Defueling with passengers on board is prohibited.
100.	Forward Auxiliary Fuel System Transfer Valves (PATS, -600/-700/ -800)	B	2	1	(M)(O) One may be inoperative provided: a) Inoperative Fwd Aux tank transfer valve is verified "closed" and remains closed, b) Remaining Fwd Aux tank transfer valve operates normally, c) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining transfer valve fails at any time, and d) Fuel in tank is included as part of zero fuel weight.
		C	2	0	May be inoperative provided Fwd Aux tank remains empty.
		C	2	0	May be inoperative provided fuel in Fwd Aux tank is included as part of zero fuel weight.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
101.	Forward Auxiliary Fuel System Vent Valves (PATS, -600/ -700/-800)	B	2	1	(M)(O) One may be inoperative provided: a) Remaining Fwd Aux tank vent valve operates normally, b) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining vent valve fails at any time, and c) Fuel in tank is included as part of zero fuel weight.
		C	2	0	May be inoperative provided Fwd Aux tank remains empty.
		C	2	0	May be inoperative provided fuel in Fwd Aux tank is included as part of zero fuel weight.
102.	Forward Auxiliary Fuel System Bleed Air Valve (PATS, -600/-700/-800)	C	1	0	May be inoperative provided: a) Both air conditioning packs operate normally, b) Cabin pressure control system operates normally, and c) Fwd Aux fuel quantity indicator operates normally.
		C	1	0	May be inoperative provided Fwd Aux tank remains empty.
		C	1	0	May be inoperative provided fuel in Fwd Aux tank is included as part of zero fuel weight.
103.	Aft Auxiliary Fuel System Transfer Valves (PATS, -600/-700/-800)	B	2	1	(M)(O) One may be inoperative provided: a) Inoperative Aft Aux tank transfer valve is verified “closed” and remains closed, b) Remaining Aft Aux tank transfer valve operates normally, c) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining transfer valve fails at any time, and d) Fuel in Aft Aux tank is included as part of zero fuel weight.
		C	2	0	May be inoperative provided Aft Aux tank remains empty.
		C	2	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.

SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
104.	Aft Auxiliary Fuel System Vent Valves (PATS, -600/ -700/ -800)	B	2	1	(M)(O) One may be inoperative provided: a) Remaining Aft Aux tank vent valve operates normally, b) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining vent valve fails at any time, and c) Fuel in Aft Aux tank is included as part of zero fuel weight.
		C	2	0	May be inoperative provided Aft Aux tank remains empty.
		C	2	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.
105.	Aft Auxiliary Fuel System Bleed Air Valve (PATS, -600/ -700/-800)	C	1	0	May be inoperative provided: a) Both air conditioning packs operate normally, b) Cabin pressure control system operates normally, and c) Aft Aux fuel quantity indicator operates normally.
		C	1	0	May be inoperative provided Aft Aux tank remains empty.
		C	1	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.
106.	Auxiliary Fuel System Isolation Valve Open Light (PATS, -600/-700/ -800)	C	1	0	(M) May be inoperative provided isolation valve is visually verified open before each flight.
107.	Auxiliary Fuel System Isolation Valve Closed Light (PATS, -600/-700/ -800)	C	1	0	(M) May be inoperative provided isolation valve is visually verified closed before each auxiliary refueling.
108.	Auxiliary Fuel System Isolation Valve (PATS, -600/ -700/-800)	C	1	0	(M) May be inoperative provided: a) Isolation valve is safety wired in open position, and b) Electrical connector is capped for flight. NOTE: Fuel remaining in auxiliary tanks may be used for flight.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
109.	Auxiliary Tank Fueling Valves (PATS, -600/-700/ -800)				
	1) Forward Auxiliary Refueling Valve	C	1	0	(M) May be inoperative provided forward refueling valve is verified “closed”. NOTE 1: Auxiliary Fuel Tanks shall not be fueled until refueling valve has been verified to operate normally. NOTE 2: Fuel remaining in tank may be used for flight.
	2) Aft Auxiliary Refueling Valve	C	1	0	(M) May be inoperative provided aft refueling valve is verified “closed”. NOTE 1: Auxiliary Fuel Tanks shall not be fueled until refueling valve has been verified to operate normally. NOTE 2: Fuel remaining in tank may be used for flight.
110.	Auxiliary Fuel System Alert Message Display (PATS, -600/-700/ -800)	C	2	1	(M) One may be inoperative provided transfer system is verified to operate normally.
		C	2	0	May be inoperative provided auxiliary tanks remain empty.
		C	2	0	May be inoperative provided fuel auxiliary tanks is included as part of zero fuel weight.
111.	Auxiliary Fuel Control Unit (PATS, -600/-700/-800)	C	1	0	(O) May be inoperative provided auxiliary fuel tanks remain empty.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
112.	Auxiliary Fuel Low Level Float Switches (PATS, -600/-700/ -800)				
	1) Forward Tank System	C	2	1	(O) One low level switch may be inoperative provided fuel quantity indicators operate normally.
		C	2	0	(O) May be inoperative provided tank remains empty.
		C	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.
	2) Aft Tank System	C	2	1	(O) One low level switch may be inoperative provided fuel quantity indicators operate normally.
		C	2	0	(O) May be inoperative provided tank remains empty.
		C	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.
113.	Auxiliary Fuel Processor (PATS, -600/-700/-800)	C	1	0	(O) May be inoperative provided auxiliary fuel tank remains empty.
114.	Auxiliary Fuel Pressure Switches (PATS, -600/-700/ -800)				
	1) Forward Tank Pressure Switches	C	2	1	(M) One may be inoperative provided: a) Failed pressure switch indicates low pressure, b) Pressurization system operates normally, and c) Air conditioning packs operate normally.
		C	2	0	May be inoperative provided tank remains empty.
		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
114.	Auxiliary Fuel Pressure Switches (PATS, -600/-700/ -800) (Cont'd)				
	2) Aft Tank Pressure Switches	C	2	1	(M) One may be inoperative provided: a) Failed pressure switch indicates low pressure, b) Pressurization system operates normally, and c) Air conditioning packs operate normally.
		C	2	0	May be inoperative provided tank remains empty.
		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.
115.	Auxiliary Fuel Center Tank Float Switches (PATS, -600/-700/-800)	C	2	0	(O) May be inoperative provided auxiliary fuel tanks remain empty.
		C	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.
116.	Auxiliary Fuel Maintenance Switches (PATS, -600/-700/-800)	C	2	1	(M) One may be inoperative provided: a) Affected maintenance switch/indicator is failed in an open condition, and b) Remaining maintenance switch/indicator is verified to operate normally.
		C	2	0	May be inoperative provided auxiliary fuel tanks remain empty.
		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.
117.	Auxiliary Fuel Alert Switches (PATS, -600/-700/-800)	C	2	1	(M) One may be inoperative provided: a) Affected alert switch/indicator is failed in an open condition, and b) Remaining alert switch/indicator is verified to operate normally.
		C	2	0	May be inoperative provided auxiliary fuel tanks remain empty.
		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 - FUEL					
118.	Auxiliary Fuel Test Switches (PATS, -600/-700/-800)	C	2	0	(M) May be open provided: a) Associated fuel quantity indicator display is verified to operate normally before each flight, and b) Alert message displays are verified to operate normally before each flight.
119.	Flight Deck Fuel Quantity Indicators (Auxiliary Tanks) (PATS, -600/-700/ -800)				
	1) Aft Auxiliary Tank System	C	2	1	(O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct.
		C	2	0	May be inoperative provided auxiliary fuel tanks remain empty.
		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.
	2) Forward Auxiliary Tank System	C	2	1	(O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct.
		C	2	0	May be inoperative provided auxiliary fuel tanks remain empty.
		C	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 - HYDRAULICS					
1.	Ground Inter-connect Valve (System A and B) (-100/-200)	C	1	0	(M) May be inoperative provided valve remains closed.
2.	System B Pumps				
	1) (-100/-200)	C	2	1	Except for ER operations, one may be inoperative provided: a) Pressure indicator operates normally, and b) Thrust reversers operate normally.
	2) Engine Driven Hydraulic Pump Depressurization Function (-300/ -400/-500/-600/ -700/-800/-900)	C	1	0	
3.	System Pressure Indications (A and B)				
	1) (-100/-200)	C	2	0	(O) May be inoperative provided: a) System pressure is checked from brake pressure indicator before each departure, and b) All hydraulic low pressure lights operate normally.
	2) (-300/-400/-500/ -600/-700/-800/ -900)	C	2	1	(O) One may be inoperative provided: a) System pressure is checked before each departure, and b) All hydraulic low pressure lights operate normally.
4.	System A Pump Low Pressure Indication Systems	C	2	1	(O) One may be inoperative provided output of associated pump is checked before each departure.
5.	System B Pump Low Pressure Indication Systems	C	2	1	(O) One may be inoperative provided output of associated pump is checked before each departure.
6.	Hydraulic Brake Pressure Indicator				MOVED to item 32-13, Revision 33.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 - HYDRAULICS					
7.	System A and B Overheat Lights				
***	1) System A Over-heat Lights (-100/-200)	D	2	0	
	2) System B Over-heat Lights (-100/-200)	C	2	0	May be inoperative provided associated system B Low Pressure light operates normally.
	3) (-300/-400/-500/ -600/-700/-800/ -900)	C	2	0	May be inoperative provided associated Low Pressure light operates normally.
8.	Hydraulic Quantity Low Level Light System B (-100/ -200)	C	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.
9.	Hydraulic Quantity Low Level Light System (Standby System)	C	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.
10.	System A Pumps				
	1) Engine Driven Hydraulic Pump Depressurization Function	C	-	0	
11.	System A Quantity Indication System (Flight Deck)				
	1) -100/-200	C	1	0	(M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System A pressure indicator operates normally, and c) System B and Standby systems low quantity lights operate normally.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 - HYDRAULICS					
11.	System A Quantity Indication System (Flight Deck) (Cont'd)				
	2) (-300/-400/-500/ -600/-700/-800/ -900)	C	1	0	(M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System pressure indication operates normally, and c) Pump low pressure lights operate normally.
12.	Standby System Low Pressure Light	C	1	0	(M) May be inoperative provided: a) Standby system low quantity light operates normally, b) Output of standby pump is verified before each departure, and c) Both System B pumps operate normally.
13.	Hydraulic Reservoir Pressurization System Sources	C	-	1	(M) May be inoperative provided reservoir can be pressurized.
14.	System A Overheat Lights				Incorporated into Item 29-7 in Revision 39.
15.	System B Quantity Indication System (Flight Deck) (-300/ -400/-500/-600/ -700/-800/-900)	C	1	0	(M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System pressure indication operates normally, and c) Pump low pressure lights operate normally.
16. ***	Hydraulic Reservoir Air Pressure Indicator (Wheel Well)	C	-	0	
17.	Hydraulic Reservoir Quantity Indicator (Wheel Well)	C	-	0	
18.	Hydraulic Reservoir Fill System (Wheel Well)	C	1	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION					
1.	Wing Anti-Ice Valves	C	2	0	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative closed provided airplane is not operated in known or forecast icing conditions.
	1) (-100/-200)	C	2	0	(M)(O) May be inoperative open provided: a) Valve is manually closed for engine start, b) Associated manifold is depressurized when outside air temperature is above 50 degrees F (10 degrees C), c) Associated engine bleed thrust limits are followed when manifold is pressurized, and d) Air conditioning and pressurization requirements are followed when one or both manifolds are depressurized.
	2) (-300/-400/-500/ -600/-700/-800/ -900)	C	2	1	(M)(O) One may be inoperative open provided: a) Except for engine start, associated manifold is depressurized when outside air temperature is above 50 degrees F (10 degrees C), b) Associated engine bleed thrust limits are followed when manifold is pressurized, and c) Air conditioning and pressurization requirements are followed when one manifold is depressurized.
2.	Wing Anti-Ice Valve Position Lights	C	2	0	(M) May be inoperative provided valve is verified to operate normally before operating in known or forecast icing conditions.
3.	Engine and Nose Cowl Anti-Ice Valves				
	1) (-100/-200)	C	6	5	(M)(O) One may be inoperative closed provided: a) All remaining anti-ice valves operate normally, and b) Airplane is not operated in known or forecast icing conditions.

(Continued)

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION				
3. Engine and Nose Cowl Anti-Ice Valves (Cont'd)				
1) (-100/-200) (Cont'd)	C	6	5	(M)(O) One may be inoperative open provided: a) All thrust rating limits on associated engine, except for takeoff and go-around, are reduced by .03 EPR, b) Enroute climb limited weight is reduced by 3,000 lb. (1,361 Kg), c) At temperatures greater than 50 degrees F (10 degrees C), (1) Takeoff and go-around thrust limits on associated engine are reduced by .03 EPR, (2) Takeoff and landing performance limited weight is reduced by 3,000 lb. (1,361 Kg), d) All remaining valves operate normally, e) Operating temperature for cowl valves is limited to 50 degrees F (10 degrees C) maximum (ambient or total air temperature) unless S/B 71-1045 or 71-1046 "Nose Cowl TAI Spray Ring Modification" or production equivalent has been incorporated, and f) For JT8D-15/15A, JT8D-17/17A engine installations, the following adjustments must be applied when dispatching with anti-ice OFF, and the following conditions exists: -TAKEOFF- (-15/15A) Pressure altitude between 3,000 and 10,000 feet, ambient temperature below 0 degrees F (-18 degrees C). (-17/17A) Pressure altitude between 3,000 and 10,000 feet, ambient temperature below 15 degrees F (-10 degrees C). (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION				
3.	Engine and Nose Cowl Anti-Ice Valves (Cont'd)			
	1) (-100/-200) (Cont'd)			-GO-AROUND- (-15/15A) Pressure altitude between 3,000 and 10,000 feet, ambient temperature below 0 degrees F (-18 degrees C). (-17/17A) Pressure altitude between 3,000 and 10,000 feet, ambient temperature below 15 degrees F (-10 degrees C). (1) Takeoff and go-around thrust limits on associated engine are reduced by .03 EPR, (2) Takeoff and landing performance weight is reduced by 3,000 lb. (1,361 Kg).
	2) (-300/-400/-500) C	2	1	(M) One may be inoperative closed provided airplane is not operated in known or forecast icing conditions.
	C	2	1	(M)(O) One may be inoperative locked open provided: a) Associated High Stage Valve is considered inoperative, b) Ambient temperature is below 100 degrees F (38 degrees C), c) A minimum of 60% N1 is maintained on associated engine during flight in icing conditions, d) All thrust rating limits on affected engine, except Takeoff and Go-Around, are reduced by 0.8% N1, e) Enroute climb limited weight is reduced by 4,500 lb. (2,040 Kg), (Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION				
3. Engine and Nose Cowl Anti-Ice Valves (Cont'd)				
2) (-300/-400/-500) (Cont'd)				f) At temperatures greater than 50 degrees F (10 degrees C), Takeoff and Go-Around thrust limits on associated engine and takeoff and landing performance limited weights are reduced by: RATING %N1 WEIGHT 18.5 K 0.8 3650 lb. (1670 Kg) 20.0 K 0.8 3900 lb. (1770 Kg) 22.0 K 0.8 3900 lb. (1770 Kg) 23.5 K 1.1 4650 lb. (2110 Kg) g) For temperatures at or below 50 degrees F (10 degrees C), base performance limited weights on Engine Anti-Ice ON.
3) (-600/-700/-800/ -900)	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative closed provided airplane is not operated in known or forecast icing conditions.
	C	2	1	(M)(O) One may be inoperative locked open provided: (a) Associated High Stage Valve is considered inoperative, (b) Ambient temperature is below 100 degrees F (38 degrees C), (c) A minimum of 60% N1 is maintained on associated engine during flight in icing conditions, (d) All thrust rating limits on affected engine, except Takeoff and Go-Around, are reduced by 1.1% N1, (e) Enroute climb limited weight is reduced by 4,000 lb. (1,810 Kg), (Continued)

30 - ICE AND RAIN PROTECTION

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
3. Engine and Nose Cowl Anti-Ice Valves (Cont'd)				
3) (-600/-700/-800/ -900) (Cont'd)				f) At temperatures greater than 50 degrees F (10 degrees C); (1) Takeoff and Go-Around thrust limits on associated engine are reduced by 1.4% N1, and (2) Takeoff and landing performance limited weights are reduced by 4500 lb. (2040 Kg). g) For temperatures at or below 50 degrees F (10 degrees C), base performance limited weights on Engine Anti-Ice ON.
4. Engine and Nose Cowl Anti-Ice Valve Position Lights or TAI Indications				
1) (-100/-200)	C	-	0	(M) May be inoperative provided valve is verified to operate normally before each departure.
2) (-300/-400/-500/ -600/-700/-800/ -900)	C	-	0	(O) May be inoperative provided valve is verified to operate normally before each departure.
3) (-600/-700/-800/ -900)	C	4	2	One valve position indication (either COWL VALVE OPEN light or TAI indication) for each engine may be inoperative provided other valve position indication for that engine operates normally.
4) (All Models)	C	-	-	May be inoperative provided associated valve is considered inoperative.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION				
5. Pitot/Static Probe Heaters				
1) (-100/-200/-300/ -400/-500)				
a) No. 1 Aux Pitot/Static Heater (Right Lower Probe)	B	1	0	May be inoperative provided: a) No. 2 Aux Pitot Static heater operates normally, b) RVSM operations are not conducted, and c) Airplane is not operated in known or forecast icing conditions.
b) No. 2 Aux Pitot/Static Heater (Left Lower Probe)	B	1	0	May be inoperative provided: a) No. 1 Aux Pitot Static heater operates normally, b) RVSM operations are not conducted, and c) Airplane is not operated in known or forecast icing conditions.
	B	1	0	May be inoperative provided: a) No.1 Aux Pitot Static heater operates normally, and b) Dispatch deviations for associated equipment are observed.
c) Pitot/Static Heaters (Upper Probes)	B	2	1	Pilot's or copilot's may be inoperative for day VMC provided airplane is not operated in visible moisture, or in known or forecast icing conditions.
2) (-600/-700/-800/ -900)				
a) Left/Right Pitot Heaters	B	2	1	Except for ER operations beyond 120 minutes, one may be inoperative for day VMC provided: a) Aux Pitot heater operates normally, b) Airplane is not operated in visible moisture, and c) Airplane is not operated in known or forecast icing conditions.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION					
5.	Pitot/Static Probe Heaters 2) (-600/-700/-800/ -900) (Cont'd)				
	b) Aux Pitot Heater (Right Lower Probe)	B	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided: a) Both Left and Right Pitot heaters operate normally, and b) Airplane is not operated in known or forecast icing conditions.
6. ***	Vertical Stabilizer Pitot Heaters (Elevator and Rudder Feel Systems)	B	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.
7.	Total Air Temperature Probe Heater	C	-	0	Except for ER operations beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.
		C	-	0	(O) May be inoperative provided an alternate temperature indicator system is installed and operating normally (i.e., Ram Air or Static Air Temperature).
8.	Angle of Attack Sensor Heater(s)/ Stall Warning System Sensor Heater(s)/Alpha Vane Heater(s)	C	-	0	Except for ER operations beyond 120 minutes, may be inoperative provided airplane is not operated in known or forecast icing conditions.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION				
9. Pitot, Pitot/Static and Temperature Probe Heater Lights				
*** 1) Green (Heater On) Lights (-100/-200)				
a) Pitot and Pitot/ Static	B	-	-	(M) One may be inoperative provided: a) Required heater function is verified before each departure, and b) HEATER OFF light operates normally.
b) Temperature	C	1	0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.
	C	1	0	May be inoperative provided associated heater is inoperative.
*** 2) Amber (Heater Off) Lights				
a) Pitot and Pitot/ Static	B	-	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Associated heater function is verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions.
b) Temperature	C	-	1	
	C	-	0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.
	C	-	0	May be inoperative provided associated heater is inoperative.
10. Wing Anti-Ice Duct Overheat System				
*** 1) Ground Test Feature	C	1	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION					
11.	Electrically Heated Windshields				
	1) No.1 or No. 2 Window	C	4	3	Except for ER operations beyond 120 minutes, one No. 1 or No. 2 window heater may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Windshield de-fog system operates normally, and c) Airspeed is limited to 250 KIAS below 10,000 feet MSL.
***	2) No. 4 or No. 5 Window	C	4	0	No. 4 and No. 5 window heat may be inoperative provided airspeed is limited to 250 KIAS below 10,000 feet MSL.
***	3) No. 3 Window Heat System(s)	D	2	0	
12.	De-Fog System	C	1	0	
13.	Windshield Wiper System(s)	C	2	0	May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of airport of takeoff or intended landing.
	1) Park Function	C	2	0	May be inoperative for all flight conditions provided blade(s) can be positioned in a location that will not obstruct forward vision.
***	2) Intermittent Speed Function (-300/-400/-500/ -600/-700/-800/ -900)	D	2	0	
	3) Low Speed Function	C	2	0	May be inoperative provided both high speed functions operate normally.

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION				
13. Windshield Wiper System(s) (cont'd)				
4) High Speed Function	C	2	1	One may be inoperative provided associated low speed function operates normally.
	C	2	0	May be inoperative provided both low speed functions operate normally and rain intensity is less than moderate. DELETED Revision 53.
14. *** RainBoe Rain Repellent System (-100/-200/-300/ -400/-500)	D	1	0	
15. *** Windshield Perimeter Heater(s)	C	2	0	
16. *** HEATER OFF Light (-100/-200)	B	1	0	(O) May be inoperative provided: a) Remaining components of pitot heat system are verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions.
17. COWL ANTI-ICE Lights (-300/-400/ -500/-600/-700/ -800/-900)	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.
	C	2	1	(M)(O) One may be inoperative provided associated cowl anti-ice valve is locked open.
18. *** Alpha Vane Heater Light Systems	C	2	0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.
	C	2	0	May be inoperative provided associated heater is considered inoperative.
19. *** Drain Mast Heaters	C	2	0	(M) May be inoperative provided water supply to associated components is secured off.
20. *** Ice Detection System	D	1	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 - ICE AND RAIN PROTECTION					
21. ***	Control Stand Wing Anti-Ice Switches	C	2	0	(O) May be inoperative closed.
		C	2	0	(O) May be inoperative open.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 - INDICATING / RECORDING SYSTEMS					
1.	Clocks	C	2	1	One may be inoperative at either pilot or copilot station.
***	1) Automatic UTC Update Function	C	2	0	(O) May be inoperative provided manual mode is set and operates normally.
2.	Flight Data Recorder System (FDR)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in operator's MEL unless; 1) FDR failure occurs after pushback but prior to takeoff, or 2) FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
	1) FDR Recording Parameters required by 14 CFR	A	-	-	Up to three(3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
	2) FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.
3.	Engine Pressure Ratio Limit (EPRL) System				MOVED to MMEL Item 34-41.
4. ***	Reference Speed Computer (Total Fuel & VREF Indicator –100/-200)	C	1	0	

SYSTEM & SEQUENCE NUMBER / 1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 - INDICATING / RECORDING SYSTEMS				
5. Cockpit Voice Recorder (CVR) System				MOVED to MMEL Item 23-10.
6. *** AIDS Maintenance Recorder	D	1	0	
7. *** Aircraft Condition Monitoring System (ACMS)	D	1	0	
1) Avionica miniQAR (Quick Access Recorder) (STC's ST02472AT or ST03151AT)	D	1	0	
8. Common Display System (CDS) (-600/-700/-800/ -900)				
1) Display Units (DU)				
a) Lower DU	C	1	0	(O) May be inoperative provided: a) All remaining DUs operate normally, and b) It is checked that engine display can be switched to an alternate DU.
b) Inboard DU	A	2	1	(O) For EFIS/MAP configuration, one may be inoperative provided: a) It is checked that engine display can be switched to an alternate DU, b) All navigation must be based on ILS/VOR/DME, and c) Repairs are made within one flight day.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 - INDICATING / RECORDING SYSTEMS					
8.	Common Display System (CDS) (-600/-700/-800/ -900) (Cont'd)				
	2) CDS MAINT Annunciation				
	a) PFD/ND	B	-	0	May be dispatched with faults indicated by CDS MAINT annunciation provided CDS Operational Program Software (OPS) P/N 3111-HNP-01A-05 or later, is installed.
	b) EFIS/MAP	A	-	0	May be dispatched with faults indicated by CDS MAINT annunciation provided: a) Captain's Inboard DU operates normally, b) CDS Operational Program Software (OPS) P/N 3111-HNP-01A-05 or later, is installed, and c) Repairs are made within one flight day.
9.	Remote Light Sensor System (-300/-400/-500/ -600/-700/-800/ -900)	C	1	0	May be inoperative provided all manual display brightness controls operate normally.
10.	Speed Reference Selector (-600/ -700/-800/-900)	C	1	0	May be inoperative provided speeds can be set using CDU.
11. ***	Mechanical Timer	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
12. ***	Takeoff Warn Test Switch	C	1	0	
		D	1	0	May be inoperative provided procedures do not require its use.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 - INDICATING / RECORDING SYSTEMS				
13. ***	Flat Panel Display System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and ST03362AT)			
	1) Inboard DU (ND) A	2	1	(O) For PFD/ND configuration, one may be inoperative provided: a) Reversionary Display on PFD is checked prior to departure, b) PFD Lateral Deviation Scale operates normally, and c) Repairs are made within two flight days.
	a) Display Control Panel Switches/ Control Knobs A	-	O	May be inoperative provided: a) Inboard DU is considered inoperative, and b) Repairs are made within two flight days.
	(1) TERR C	2	1	
	(2) TFC C	2	1	
	(3) WX C	2	1	
	2) Outboard DU (PFD)			
	a) Display Control Panel Switches/ Control Knobs			
	(1) RA/DA Set C	2	0	May be inoperative provided approach minimums do not require its use.
	(2) RA/DA C	2	0	May be inoperative provided approach minimums do not require its use.
	(3) RA/Test C	2	0	(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 - INDICATING / RECORDING SYSTEMS				
13. *** Flat Panel Display System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and ST03362AT) (Cont'd)				
3) Forward Electronic Panel (ND) (-200)	B	1	0	
(1) TERR	B	1	0	May be inoperative provided Terrain Awareness and Warning System (TAWS) are considered inoperative.
(2) TFC	D	1	0	May be inoperative provided TCAS VSI operates normally.
	C	1	0	May be inoperative provided TCAS is considered inoperative.
(3) WX	C	1	0	May be inoperative provided Weather Radar is considered inoperative.
14. *** TAKEOFF CONFIG Light				
1) -100/-200/-300/-400/-500 (upon incorporation of Boeing Service Bulletin 737-31A1325)	C	1	0	May be inoperative provided the CABIN ALTITUDE warning light operates normally.
	C	1	0	(O) May be inoperative provided flight crew performs a briefing on cabin altitude warning indications and procedures before engine start for the first flight of the day or following any change of either flight crew member.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 - INDICATING / RECORDING SYSTEMS					
14. ***	TAKEOFF CONFIG Light (Cont'd)				
	2) -600/-700/-800/-900 (upon incorporation of Boeing Service Bulletin 737-31A1332, or production equivalent)	C	2	0	May be inoperative provided the associated CABIN ALTITUDE warning light operates normally.
		C	2	0	(O) May be inoperative provided flight crew performs a briefing on cabin altitude warning indications and procedures before engine start for the first flight of the day or following any change of either flight crew member.

SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 - LANDING GEAR					
1. ***	Gear Seal Warning System (-100/-200)	C	1	0	(M) May be inoperative provided gear seal function is checked once each flight day.
2.	Antiskid System				
	1) (-100/-200/-300/ -400/-500)	C	1	0	(O) May be inoperative provided operations are conducted in compliance with AFM.
	2) (-600/-700/-800/ -900)	C	1	0	(M)(O) May be inoperative provided: a) Associated Antiskid channel(s) is deactivated, and b) Operations are conducted in compliance with AFM.
3.	Parking Brake Valve (-300/-400/-500/ -600/-700/-800/ -900)	C	1	0	(M)(O) May be inoperative closed provided operations comply with AFM antiskid inoperative decrements.
4.	Parking Brake Light				
	1) Solenoid Parking Brake Valve Installed (-100/-200)	C	1	0	(O) May be inoperative provided antiskid system is turned OFF when parking brake is used.
	2) Motor Operated Parking Brake Valve Installed	C	1	0	(M) May be inoperative provided parking brake shutoff valve is verified to operate normally.
***	3) External Parking Brake Light	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
5. ***	Main Wheel Well Inflatable Seal System (-100/-200)	C	1	0	(M) May be inoperative provided system is deactivated and secured.

SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 - LANDING GEAR					
6.	Landing Gear Warning and Indicating System (-100/-200/-300/-400/-500)	C	-	2	Either of two other indicating systems may be inoperative provided center panel indications operate normally.
	1) Secondary Gear Warning System (Pemco F/QC and COMBI)	B	1	0	(O) May be inoperative provided Main Gear and Nose Gear Viewer are accessible during all phases of flight.
7. ***	Automatic Brake System	C	1	0	(M) May be inoperative provided system is deactivated and secured.
8.	Rudder Pedal Nose Wheel Steering System				
	1) Rotary Actuator (-300/-400/-500/ -600/-700/-800/ -900)	C	1	0	(M)(O) May be inoperative deactivated in disengage position provided: a) Operation of associated systems are not affected, and b) All takeoffs and landings are made by pilot with access to an operating tiller.
9. ***	Direct Reading Tire Pressure Gauge	D	-	0	
10.	Alternate Antiskid Valves (-300/-400/ -500/ -600/-700/ -800/-900)	C	2	0	(M) May be inoperative provided manual braking capability of alternate brake system is verified on associated wheels.
11. ***	Brake Temperature Monitor System	C	1	0	(O) May be inoperative provided AFM Maximum Quick Turnaround Weight limitations are observed.
		D	1	0	(O) May be inoperative provided: a) AFM Maximum Quick Turnaround Weight limitations are observed, and b) Procedures are not based on its use.
12. ***	Nose Wheel Steering Switch (-300/-400/-500/ -600/-700/-800/ -900)	C	1	0	(M) May be inoperative provided: a) Nose wheel steering is powered by Hydraulic System A, and b) Landing gear transfer valve is verified to operate normally.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 - LANDING GEAR					
13.	Hydraulic Brake Pressure Indication System				
	1) (-100/-200)				
	a) Wheel Well Brake Accumulator Gauges	C	2	0	May be inoperative provided associated flight deck brake pressure indicator operates normally.
	b) Flight Deck HYD BRAKE PRESS Indicator Systems	C	2	1	(M) One brake indication (A or B) may be inoperative provided associated brake accumulator charge is verified normal once each flight day.
	2) (-300/-400/-500/ -600/-700/-800/ -900)				
	a) Wheel Well Brake Accumulator Gauge	C	1	0	May be inoperative provided flight deck brake pressure indicator operates normally.
	b) Flight Deck HYD BRAKE PRESS Indicator System	C	1	0	(M) May be inoperative provided brake accumulator charge is verified normal once each flight day.
14.	Gear Retraction Braking System (-600/-700/-800/ -900)	C	1	0	(O) May be inoperative provided: a) After takeoff, landing gear remains extended for two minutes before retraction, and b) Takeoff performance is based on Landing Gear Extended.
15.	Landing Gear Selector Valve Bypass Module (-600/-700/-800/ -900)	C	1	0	(M)(O) May be inoperative provided it is deactivated in normal position.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 - LANDING GEAR					
16.	Landing Gear Actuation System (-600/-700/-800/ -900)	B	1	0	(M)(O) May be inoperative provided: a) Inoperative components are secured by an accepted procedure, b) Landing gear are secured in down position, and c) Airplane is dispatched in accordance with AFM Gear Extended Appendix.
17.	Proximity Switch Electronics Unit (PSEU) System and Supplemental Proximity Sensor Electronics Unit (SPSEU) (-600/-700 /-800/-900)				
	1) PSEU Fault	C	-	0	(M) May be dispatched with faults indicated by PSEU light provided PSEU is checked for faults before each departure.
		C	-	0	May be dispatched with faults indicated by PSEU light provided PSEU light can be extinguished.
	2) PSEU Light	C	1	0	(M) May be inoperative provided PSEU is checked for faults before each departure.
***	3) Supplemental Proximity Sensor Electronics Unit (SPSEU) Light (-900ER)	C	1	0	(M) May be inoperative provided SPSEU is checked for faults before each departure.
18.	Landing Gear Alternate Extension System (-600/-700/ -800/-900)	B	1	0	(M)(O) May be inoperative provided: a) Inoperative Components are secured by an accepted procedure, b) Landing gear are secured in down position, and c) Airplane is dispatched in accordance with AFM Gear Extended Appendix.
19.	Main Landing Gear Uplock Springs	B	4	3	(M)(O) One spring on one main gear uplock mechanism may be missing provided landing gear lever remains in UP position for duration of flight until gear extension is required.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 - LANDING GEAR					
20.	Landing Gear Frangible Fitting (-600/-700/-800/ -900)	C	2	0	(M) May be broken or missing provided fitting is replaced with a hydraulic cap assembly.
21.	Flap Landing Warning Switch, S138 (-600/-700/ -800/-900)	C	1	0	(M) Switch contacts normally in use may be inoperative provided: a) S138 switch is rewired using an alternate set of contacts, and b) PSEU BITE is used to verify normal operation of S138 switch.
22.	Two-position Tail Skid				
	1) (-800 with Short Field Performance (SPF Option)				
	a) Retraction Mechanism	C	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in retracted position, and b) Appropriate performance adjustments are applied.
		C	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in extended position, and b) Appropriate performance adjustments are applied.
	b) Cartridge Core Assembly	B	1	0	(M)(O) May be inoperative provided: a) Detailed AMM inspection reveals no internal and external structural damage, b) Tail skid is secured in retracted position, and c) Appropriate performance adjustments are applied.

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 - LANDING GEAR				
22. Two-position Tail Skid (Cont'd)				
2) (-900ER)				
a) Retraction Mechanism	C	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in retracted position, and b) Appropriate performance adjustments are applied.
	C	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in extended position, and b) Appropriate performance adjustments are applied.
b) Cartridge Core Assembly	B	1	0	(M)(O) May be inoperative provided: a) Detailed AMM inspection reveals no internal and external structural damage, b) Tail skid is secured in retracted position, and c) Appropriate performance adjustments are applied.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 - LIGHTS				
1.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew's eyes, and c) Lighting configuration and intensity is acceptable to flight crew.
2.	Cabin Interior Illumination (Includes Pemco -300QC and -400 COMBI)			
	1) Passenger and Combi Configurations Without Photolumi-nescent Emergency Escape Path Marking Systems C	-	-	Individual lights may be inoperative provided sufficient lighting remains for cabin attendants/cargo couriers to perform their duties.
	2) Passenger and Combi Configurations With Photolumi-nescent Emergency Escape Path Marking Systems C	-	-	Individual lights may be inoperative provided: a) Sufficient lighting remains for cabin attendants/cargo couriers to perform their duties, and b) Remaining lighting is sufficient to charge Photoluminescent Emergency Escape Path Marking System.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 - LIGHTS					
3.	Passenger Lighted Information Signs and Notice System				
	1) "NO SMOKING /FASTEN SEAT BELT/RETURN TO SEAT" Signs	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY. NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.
		C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.
	2) All Cargo, Supernumerary/ Courier Area Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/ supernumeraries when associated sign(s) are placed on or off.
	3) Aural Tone System	C	1	0	
	4) Flight Deck Automatic Function	C	1	0	(O) May be inoperative provided: a) Manual control function operates normally, and b) Alternate procedures are established and used.
4.	Lower Cargo Compartment Light Systems (Fwd/Aft)	C	-	0	
	1) Light Lens (-100/ -200/-300/-400/ -500/-900)	C	-	0	May be broken/missing provided associated light bulb is removed.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 - LIGHTS					
4.	Lower Cargo Compartment Light Systems (Fwd/Aft) (Cont'd)				
	2) Light Lens (-600/ -700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121, and 737-1122, or Production Equivalent	C	-	0	May be broken/missing provided associated light bulb is removed.
	3) Light Lens (-600/ -700/-800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121, and 737-1122, or Production Equivalent	C	-	-	Any number from rear lower cargo compartment and one from forward lower cargo compartment may be broken/missing provided associated light bulb is removed.
5.	High Intensity or Strobe Lights System				
***	1) All Models (Except Models with STC's ST01821LA, ST01873LA, and ST02015LA)	C	1	0	
	2) Models with STC's ST01821LA, ST01873LA, and ST012015LA	C	1	0	May be inoperative for day operations.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 - LIGHTS				
6.	Anti-Collision Beacons (Without Blended Winglet, -800/-900/-900ER Blended Winglet, and –700 Blended Winglet With Dual Glass Lens) (Except STC's ST01821LA and ST01873LA) C	2	0	May be inoperative for night operations provided wing tip and tail strobe lights are installed and operate normally.
	C	2	0	May be inoperative for day operations.
	1) Blended Winglet			
	a) (-700 with Single Plastic Lens) C	2	0	May be inoperative for day operations. NOTE: Both anti-collision beacons must be operative for night operations.
	b) (-800 with Light Fence)			DELETED Revision 45 a. Incorporated into Item 33-6.
	c) (-300/-500 with STC ST01219SE and Winglet Strobe Lights) C	2	0	May be inoperative for night operations provided winglet strobe lights operate normally. NOTE: Tail strobe light may be inoperative.
	C	2	0	May be inoperative for day operations.
	d) (-700 with single Plastic Lens and STC ST02015LA and 3rd anti-collision beacon) C	3	0	May be inoperative for day operations. NOTE: Three anti-collision beacons must be operative for night operations.
	2) (STC's ST01821LA and ST01873LA) C	2	0	May be inoperative for day operations.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 - LIGHTS					
7.	Wing Illumination Lights	C	2	0	(O) May be inoperative provided ground de-icing procedures do not require their use.
***	1) Overwing Ice Lights (Grimes Aerospace STC ST500CH)	C	2	0	
8.	Landing Lights	C	4	2	One may be inoperative on each side provided one of two operating lights is in fixed position.
		C	4	0	May be inoperative for day operations.
	1) Retractable Light Extend/Retract Motors	C	2	0	(M)(O) May be inoperative provided: a) Light is in extended position, b) Light illuminates normally, and c) Appropriate performance adjustments are applied.
		C	2	0	(O)May be inoperative provided: a) Associated light is considered inoperative, and b) Appropriate performance adjustments are applied when associated light is not in the fully retracted position.
***	2) Pulse Light System	D	1	0	
9. ***	Taxi Light	C	1	0	
10.	Runway Turn Off Lights	C	2	0	
11.	Wing Tip Position Lights	C	4	0	May be inoperative for day operations. DELETED revision 55. (One or both white wing tip position lights may be inoperative for night operations provided wing tip strobe lights are installed and operate normally). (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 - LIGHTS					
11.	Wing Tip Position Lights (Cont'd)				
	1) Light Bulbs/ Lamps (Without Blended Winglet, Blended Winglet with Dual Glass Lens, and -300/ -500 with Blended Winglet)	C	-	4	Any except following minimum may be inoperative for night operations: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
	2) Light Bulbs/ Lamps (-700/ -800 Blended Winglet with Single Plastic Lens)	C	-	5	Any except following minimum may be inoperative for night operations: a) Both stationary red wing tip bulbs, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
		B	-	4	Any except following minimum may be inoperative for night operations: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
	a) Stationary Red Wing Tip Light Bulbs/ Lamps				DELETED Revision 49a
12. ***	Door Locked Light (Flight Deck to Cabin) (Not 14 CFR 25.795 Compliant)	C	1	0	May be inoperative provided locking function operates normally.
13.	Master Caution Lights				DELETED PRIOR TO Revision 27.
14.	Exterior Emergency Lighting System	B	1	0	May be inoperative for day operations
		B	1	0	May be inoperative for all-cargo night operations provided forward entry door escape slide lights operate normally.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 - LIGHTS					
15.	Interior Emergency Exit Lighting System				
	1) Mixed or All-Cargo Configuration	C	1	0	Lights may be inoperative in cargo areas provided: a) No persons occupy that area, and b) Forward entrance door light operates normally at all times.
***	2) Stowage Bin Bullnose Lights (-600/-700/-800/ -900)	C	-	-	Light assemblies installed above aisle (curved edge of stowage bins) may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.
***	3) Advance Technology Interior (ATI) (Aisle Light Assemblies) (-200/-300/-400/ -500)	C	-	-	Light assemblies installed above aisle (curved edge of stowage bins) may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.
***	4) Flight Deck Exit Light	C	1	0	May be inoperative for day operations. |
16.	System Annunciator Lights, Left and Right (Pilot's Light Shield)	C	-	-	(O) One light may be inoperative for an operating system
		C	-	-	May be inoperative for an associated inoperative system
17.	Flight Deck Master Lights Test and Individual Light's Press-to-Test Features	C	-	-	(O) May be inoperative provided intended function of associated light(s) is verified once each flight day.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 - LIGHTS					
18.	Wheel Well Lights				
	1) Dome Lights	C	3	0	
	2) Inspection Flood Lights				
	a) (-100/-200/ -300/-400/ -500)	C	3	1	Main gear lights may be inoperative for day operations only.
		D	3	0	Lights may be inoperative provided a landing gear indicating system other than viewer system and independent of center panel is installed and operates normally.
	b) (-600/-700/ -800/-900)	D	2	0	
19.	Floor Proximity Emergency Escape Path Marking System (All Models and STC's)				
	1) Incandescent Lighting System	C	-	-	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
	2)Photoluminescent Lighting System	C	-	-	Components may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
20. ***	LOGO Light System	D	1	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 - LIGHTS					
21. ***	Main Deck Cargo Compartment Lighting (737C, 737-700C, and STC's ST01566LA, SA2969SO, SA2970SO, ST00287AT, ST00283AT, ST01827LA, and ST01961SE)				
	1) Cargo Door Floodlights	C	2	0	(M) May be inoperative for night operations provided alternate procedures are established and used.
		C	2	0	May be inoperative for day operations. NOTE: Not required for all passenger operations.
	2) Cargo Compartment Lights (STC's ST00283AT, and ST01827LA)	C	-	0	(M) May be inoperative for night operations provided alternate procedures are established and used.
		C	-	0	May be inoperative for day operations.
22. ***	Main Deck Cargo Door System Annunciator Light (737-300 QC, PEMCO Aeroplex, Inc. -300/-400, and STC's ST01566LA, and ST01961SE)				
	1) System Annunciator Lights, Pilot's Overhead Panel (737-300QC, and STC's ST01566LA, and ST01961SE	A	2	1	(M)(O) One warning light may be illuminated provided: a) Alternate procedures are established and used to verify main cargo door is closed and locked, and b) Repairs are made within two flight days.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 - LIGHTS				
22. ***	Main Deck Cargo Door System Annunciator Light (737-300QC, PEMCO Aeroplex, Inc. -300/-400, and STC's ST01566LA, and ST01961SE) (Cont'd)			
	2) System Annunciator Lights, Operator Control Panel (737-300QC, PEMCO Aeroplex, Inc. -300/-400, and STC's ST01566LA, and ST01961SE) — A	-	-	(M)(O) One warning light may be inoperative provided: a) It is not a VENT DOOR OPEN light, b) Vent door handle is locked, c) Outside view port is verified green, d) Individual lock is not loose, e) Main cargo door is verified closed, latched and locked, and f) Repairs are made within two flight days.
	3) Hydraulic System Arm Pressure Indicator Lights (PRESS), Operator Control Panel (STC SA2969SO)			DELETED Revision 49.
	4) Hydraulic System Green Indicator Lights, Operator Control Panel (STC SA2969SO)			DELETED Revision 49
23.	Master Dim System — B	1	0	Dim function may be inoperative provided: a) TEST and BRT functions operate normally, b) Except during light test, switch is placed in BRT, and c) Light intensity is acceptable to flight crew.

SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 - LIGHTS					
24. ***	Sterile Flight Compartment Light System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
25.	Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel)	C	-	0	
		D	-	0	May be inoperative for day operations.
26.	Main Cargo Compartment In-Flight Access Alert System (STC ST01961SE)	C	-	0	May be inoperative provided in-flight access to the main deck cargo compartment is prohibited.
	1) Main Cargo Compartment Lights	C	-	0	May be inoperative provided in-flight access to the main deck cargo compartment is prohibited.
	2) Main Cargo Compartment Alert Horns	C	2	0	May be inoperative provided in-flight access to the main deck cargo compartment is prohibited.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
1. Mach/Airspeed Indications				
1) Mach Indications	C	2	1	One may be inoperative provided one Mach/Airspeed warning and Mach trim system operate normally.
a) (-100/-200/-300/-400/-500)	C	2	0	May be inoperative provided: a) Airplane remains at or below FL 230, and b) Airspeed remains at or below 320 KIAS.
b) (-600/-700/-800/-900)	C	2	0	May be inoperative provided: a) Airplane remains at or below FL 280, and b) Airspeed remains at or below 320 KIAS.
*** 2) Airspeed Indicators (-300/-400/-500)	C	2	1	One may be inoperative provided: a) EFIS Speed Tape displays are installed and operate normally, and b) One Mach/Airspeed warning operates normally.
*** 3) EFIS Speed Tape (-300/-400/-500)	C	2	0	May be inoperative provided airspeed indicators are installed and operate normally at each pilot's station.
*** 4) Airspeed Cursor (-100/-200/-300/-400/-500)	A	2	1	(O) One may be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
*** 5) External Airspeed Markers (Bugs) (-100/-200/-300/-400/-500)	C	-	0	(O) May be inoperative or missing provided alternate procedures are established and used.
*** 6) Digital Airspeed Readout (-100/-200/-300/-400/-500)	C	-	0	

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
2. Mach/Airspeed Warning Systems				
1) Maximum Operating Speed Indication	C	2	1	One may be inoperative provided clacker warning system operates normally and is independent from Mach Indicator.
2) Clacker				
a) (-100/-200)	C	-	1	
	B	-	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 340 KIAS/.78 Mach airspeed limitations are observed, and c) If overspeed warning occurs earlier than scheduled during flight, speed must remain below point at which the warning occurs.
	B	-	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 340 KIAS/.78 Mach airspeed limitations are observed, and c) If overspeed warning occurs below .78 Mach, system must be deactivated by pulling associated circuit breaker and observe speed limits.
b) (-300/-400/ -500/-600/-700/ -800/-900)	C	2	1	
	B	2	0	Systems may be inoperative provided; a) Both Mach indicators operate normally, b) 330 KIAS/.76 Mach airspeed limitations are observed, and c) If overspeed warning occurs earlier than scheduled during flight, speed must remain below point at which the warning occurs.

(Continued)

SYSTEM & SEQUENCE NUMBER / 1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
2. Mach/Airspeed Warning Systems (Cont'd)				
2) Clacker (Cont'd)				
b) (-300/-400/-500/ -600/-700/-800/ -900) (Cont'd)	B	2	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 330 KIAS/.76 Mach airspeed limitations are observed, and c) If overspeed warning occurs below .76 Mach, system must be deactivated by pulling associated circuit breaker and observe speed limits.
3. Altimeter Vibrators				
1) Servo-Pneumatic	C	2	1	One may be inoperative provided associated air data computer operates normally.
2) Pneumatic	C	2	1	One may be inoperative provided VMC exist at departure and arrival airports.
3) Pneumatic (With Electric/Electronic Altimeter)	C	1	0	May be inoperative provided VMC exist at departure and arrival airports.
4) One Pneumatic and one Servo-Pneumatic	C	2	1	Servo-Pneumatic may be inoperative provided associated air data computer operates normally.
	C	2	1	Pneumatic may be inoperative provided VMC exist at departure and arrival airports.
5) Standby Altimeter Vibrator (With Electric/Electronic Altimeter)	C	1	0	May be inoperative provided VMC exist at departure and arrival airports.
4. *** Static Air Temperature Indication	D	-	0	
5. Total Air Temperature Indication	C	-	0	May be inoperative provided an alternate air temperature indication (e.g. PDCS, FMCS, RAT, SAT) operates normally.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
6. Attitude Director Indicators (ADI)				Delete prior to revision 27.
7. Standby Horizon Indicator				
1) Standby Attitude Indicator	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
*** 2) ILS Indication	D	1	0	
8. Angle of Attack *** Indications	C	-	0	
9. Turn and Bank Indicators				
*** 1) Rate of Turn Indicators (-100/ -200/-300/-400/ -500)	C	2	1	
	C	2	0	May be inoperative provided Standby Horizon Indicator operates normally.
10. Directional Gyro Compass System				DELETED prior to Revision 27.
11. Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.
	C	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided two stabilized directional gyro systems are installed, operative, and used in conjunction with free gyro navigation techniques.

SYSTEM & SEQUENCE NUMBER	**1. ITEM**		**2. NUMBER INSTALLED**	**3. NUMBER REQUIRED FOR DISPATCH**	**4. REMARKS OR EXCEPTIONS**
34 - NAVIGATION					
12.	Flight Director Systems	C	2	0	May be inoperative provided approach minimums do not require its use.
13.	Distance Measuring Equipment Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
14.	Marker Beacon Receiver System	C	-	0	May be inoperative provided approach minimums do not require its use.
15.	Weather Radar	C	-	0	May be inoperative provided Radar System is not required by 14 CFR.
		D	-	1	May be inoperative provided one remaining Radar System operates normally.
***	1) Windshear Detection and Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (Reactive) operates normally.
***	2) Autotilt/Multiscan Function (Including STCs ST01843AT, ST01470LA-D)	C	1	0	May be inoperative provided manual tilt function operates normally.
***	3) Stabilization Function	C	1	0	(M) May be inoperative provided: a) Manual tilt control operates normally, and b) Antenna is verified to scan in a horizontal plane with tilt at zero degrees.
16.	Radio Compass Systems (ADF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
17. VHF Navigation Systems (VOR/ILS)				
1) (-100/-200/-300/ -400/-500)	D	-	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.
a) Auto Tune Function	C	-	0	(O) May be inoperative provided: a) Enroute or approach procedures do not require its use, and b) Manual tuning operates normally.
3) (-300/-400/-500 GNLU-920 MMR, STC ST00998LA-D)	D	-	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.
a) Equipment Cooling Fan	B	2	0	
3) (-600/-700/-800/ -900)				
a) VOR Systems	D	2	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative.
b) ILS Systems	D	2	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.
c) Auto Tune Function				DELETED MMEL Rev 52.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION					
18.	ATC Transponders and Automatic Altitude Reporting System	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
***	2) ADS-B Extended Squitter Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
19. ***	Instrument Comparator or Warning System (-200/-300/-400/-500, includes STC ST03355AT)	C	-	0	May be inoperative provided approach minimums do not require its use.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
20. Radio Altimeter Systems				
1) Receiver/ Transmitters				
a) (-100/-200)	A	-	0	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) Repairs are made within two flight days.
	C	-	0	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing c) Autothrottle is not used for approach and landing, and d) GPWS is not required by 14 CFR.
b) (-300/-400/ -500)	C	2	1	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) GPWS operates normally.
	A	2	1	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) Repairs are made within two flight days.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION					
20.	Radio Altimeter Systems (Cont'd)				
	1) Receiver/ Transmitters (Cont'd)				
	c) (-600/-700/ -800/-900)	C	2	1	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, and c) Autothrottle is not used for approach and landing.
	2) Indications	C	-	2	May be inoperative provided: a) Independent radio altimeters operate normally for both flight crew members, and b) Approach minimums do not require their use.
		C	-	0	(M)(O) May be inoperative provided: a) Associated receiver/transmitter is verified to operate normally, and b) Approach minimums or operating procedures do not require its use.
21. ***	Air Data System (Non Electric Airspeed Indicators (-200)	A	-	0	(O) May be inoperative provided: a) Dispatch deviations for associated equipment are observed, b) All associated equipment is listed in this column of each operator's MEL, and c) Repairs are made within three flight days.
22.	Alternate Static System (-100/-200)	C	1	0	May be inoperative provided pneumatic airspeed and altimeters are installed and operating at both pilot stations.
23. ***	True Airspeed Indication	C	-	0	
24.	Airspeed Indicators (-300/-400/-500)				"DELETED REVISION 50. Moved to 34-1 sub-item 2."

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION					
25.	Altitude Alerting System	A	1	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operation, i.e. RVSM, do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days.
	1) Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
	2) Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
26.	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT & ST03362AT)				
	1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs and made within two flight days.
	a) Modes 1 thru 4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	c) Glideslope Deviation(s) (Mode 5)	C	2	1	
		B	2	0	

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION					
26.	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT & ST03362AT) (Cont'd)				
	1) Ground Proximity Warning System (GPWS)				
	d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
***	e) Windshear Warning and Flight Guidance Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
	2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
	3) Terrain Displays	C	-	1	
		B	-	0	

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
26. Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT & ST03362AT) (Cont'd)				
3) Terrain Displays (Cont'd)				
*** a) Vision One (STC ST03355AT)	D	-	0	
*** 4) Runway Awareness and Advisory System (RAAS)	C	1	0	
27. *** Long Range Navigation Systems (INS, Loran, Omega)	C	-	O	As required by 14 CFR.
28. *** Performance Data Computer System (PDCS)	C	1	0	
29. *** Speed Command (Fast-Slow) Indicators (-100/-200/-300/-400/-500)	C	2	0	
30. *** ADI Test (-100/-200/-300/-400/-500)	C	2	0	
31. *** Speed Cursor Remote Drive	C	1	0	
32. Instrument Transfer Switching System	C	1	0	(O) May be inoperative provided: a) Associated instruments operate normally from isolated sources, and b) Inoperative switches are not moved during flight.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
33. Vertical Gyro System (-100/-200)				
1) Number 1 and 2	C	2	1	One may be inoperative provided: a) Auxiliary vertical gyro operates normally, and b) Vertical gyro switch is selected to auxiliary position.
*** 2) Auxiliary Gyro	C	1	0	
34. Standby Altimeter Vibrator				MOVED to Item 34-3 prior to Revision 30.
35. Inertial Reference Systems (IRS) (-300/-400/-500/ -600/-700/-800/-900)	B	2	1	(O) Except for ER operations, one may be inoperative provided: a) Remaining IRS operates normally and is used for both Attitude Indications and both HSIs, b) Flight is restricted to day VMC, c) Standby Magnetic Compass operates normally, d) Standby Horizon Indicator or ISFD attitude display operates normally, e) Both Vertical Speed Indications are switched to remaining IRS, if required, and f) Autopilots (any mode) are not used unless SB-737-22-1140 or equivalent is incorporated.
1) IRS Data Display (Aft Overhead Panel)	C	1	0	May be inoperative provided one FMCS CDU operates normally.
2) IRS Ground Crew Call Horn	C	1	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION					
36.	Flight Management Computer System (FMCS)				
***	1) (-200 CMA-900 FMS/GPS)	D	1	0	(M) May be inoperative provided FMS is deactivated
	a) Annunciator Lights/ Switches (STC ST6895-AT)	C	9	0	(M) May be inoperative provided FMS is deactivated.
	(1) NAV/FMS	D	2	0	May be inoperative provided FMS is considered inoperative.
		A	2	1	May be inoperative on non-flying pilot's side provided: a) Captain's HDG/NAV light and switch operate normally, and b) Repairs are made within three flight days.
	(2) WPT	C	2	0	May be inoperative provided procedures do not require its use.
		A	2	1	May be inoperative on non-flying pilot's side provided repairs are made within three flight days.
	(3) GPS APPR CAP	C	1	0	May be inoperative provided procedures do not require its use.
		C	1	0	May be inoperative provided: a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of 3 DME stations in range at all times).
	(4) GPS INT	C	2	0	May be inoperative provided procedures do not require its use.
		A	2	1	May be inoperative on non-flying pilot's side provided repairs are made within three flight days.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION					
36.	Flight Management Computer System (FMCS) (Cont'd)				
	1) (-200 CMA-900 FMS/GPS) (Cont'd)				
	a) Annunciator Lights/ Switches (STC ST6895-AT)(Cont'd)				
	(5) OFFSET	C	2	0	May be inoperative provided procedures do not require its use.
	b) FMU	C	-	1	May be inoperative provided unit is not required to meet 14 CFR navigation requirements.
	c) MCDU	C	1	0	May be inoperative provided unit is not required to meet 14 CFR navigation requirements.
	d) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.
	e) DME	C	1	0	May be inoperative provided all navigation is based on ILS/VOR/DME.
		C	1	0	May be inoperative provided GPS is operational.
	f) GPS	C	1	0	May be inoperative provided all navigation is based on ILS/VOR/DME.
		C	1	0	May be inoperative provided: a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of 3 DME stations in range at all times).

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
36. Flight Management Computer System (FMCS) (Cont'd)				
1) (-200 CMA-900 FMS/GPS) (Cont'd)				
g) HSI Switching Unit (STC ST01676AT)	C	2	0	May be inoperative provided FMS is considered inoperative.
	C	2	1	
2) (-300/-400/-500/ -600/-700/-800/ -900)				
a) FMC Alert Lights	C	2	1	One may be inoperative provided FMC is not used for autopilot guidance during approach.
	C	2	0	May be inoperative provided FMC is not used for autopilot guidance.
b) Computer	C	-	1	May be inoperative provided it is not required to meet 14 CFR navigation requirements.
(1) -300/-400/ -500	C	-	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) EFIS speed tapes are not used as primary airspeed indication.
(2) -600/-700/ -800/-900	C	-	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) Speed Reference Selector operates normally.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
36.	Flight Management Computer System (FMCS) (Cont'd)			
	2) (-300/-400/-500/ -600/-700/-800/ -900) (Cont'd)			
***	c) CDU/MCDU C	-	1	May be inoperative provided enroute procedures do not require its use.
	C	-	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements.
***	d) Alternate Navigation Control Display Unit (ANCDU)			
	(1) CRT ANCDU (-300/-400/ -500) C	-	0	May be inoperative provided: a) IRS data display (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements. NOTE: Two independent navigation systems are required for operations beyond range of radio navigation aids. Requires dual ANCDU or ANCDU and CDU/Computer or dual CDU/Computers.
	(2) LCD ANCDU (-700IGW) C	-	0	May be inoperative provided it is not required to meet 14 CFR navigation requirements. NOTE: Two independent navigation systems are required for operations beyond range of radio navigation aids. Requires dual CDU/Computers, or one GPS capable Multimode Receiver with onside LCD Alternate Nav CDU (ANCDU) and Electronic Standby Attitude Indicator (ESAI), in conjunction with one Inertial Reference System (IRS), and one CDU/Computer.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION					
36.	Flight Management Computer System (FMCS) (Cont'd)				
	2) (-300/-400/-500/ -600/-700/-800/ -900) (Cont'd)				
	e) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.
***	3) Universal Avionics UNS-1F (STC ST03356AT and ST03362AT)	C	2	0	May be inoperative provided it is not required to meet 14 CFR navigation requirements.
	a) Navigation Computer Unit (NCU)	C	2	0	May be inoperative provided it is not required to meet 14 CFR navigation requirements.
	b) Control Display Unit (CDU) (-300)	C	2	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements.
	c) Global Navigation Satellite System (GNSS)	C	2	0	May be inoperative provided all navigation is based on ILS/VOR/DME.

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
36. Flight Management Computer System (FMCS) (Cont'd)				
*** 3) Universal Avionics UNS-1F (STC ST03356AT and ST03362AT) (Cont'd)				
d) Navigation Display (ND) Caution Annunciator Data Block (FMS Alerts) (-300)	C	2	1	May be inoperative provided: a) Data Block operates normally on flying pilot's ND, and b) FMC is not used for autopilot guidance during approach. NOTE: Requires installation of Universal Avionics EFI-890 Display, STC ST03355AT.
e) ND Flight Plan Status Block (-300)	C	2	1	May be inoperative on non-flying pilot's ND. NOTE: Requires installation of Universal Avionics EFI-890 Display, STC ST03355AT.
f) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.
37. *** Windshear Warning and Flight Guidance System (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION					
38. ***	Pitch Limit Indication (PLI)	C	2	0	
39.	EFIS Speed Tape				DELETED REVISION 50. MOVED TO 34-1 SUB-ITEM.
40.	Traffic Collision and Avoidance System (TCAS) (Includes STC ST03355AT and ST03362AT)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
***	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	May be inoperative on non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.
	2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.
	3) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
	4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
***	5) Airspace Selection Function	C	-	0	

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
41. *** Engine Pressure Ratio Limit (EPRL) System (-100/-200)	C	1	0	
42. Radio Magnetic Indicators (RMI)				
1) (-100/-200)	C	-	1	May be inoperative provided affected RMI is not a source of heading data for Horizontal Situation Indicator (HSI).
2) (-300/-400/-500)	C	-	1	
3) (-600/-700/-800/-900)				
a) EFIS/Map	C	3	1	Two may be inoperative provided Captain's RMI or Standby RMI operates normally.
*** b) PFD/ND	C	1	0	Standby RMI may be inoperative provided Captain's Inboard DU is connected to Standby Power.
43. *** Radio Height Alert	D	2	0	
44. *** Head-Up Display System (HUD)	D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any mode which operates normally may be used.
45. *** Global Positioning System (GPS)	C	-	0	May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
46. *** Microwave Landing System (MLS)	D	-	0	May be inoperative provided approach procedures do not require its use.
47. *** ILS Beam Deviation Lights	C	2	0	May be inoperative provided approach minimums do not require their use.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION					
48.	EFIS Control Panel				
***	1) Map Switches (-300/-400/-500)				
	a) VOR/ADF	C	2	1	
	b) NAV AID	C	2	1	
	c) ARPT	C	2	1	
	d) RTE DATA	C	2	1	
	e) WPT	C	2	1	
***	2) Decision Height Reference (DH REF) Indication (-300/-400/-500)	C	2	0	May be inoperative provided: a) Approach procedures do not require its use, and b) Decision height is displayed on both EADI's
	3) Map Switches (-600/-700/-800/ -900)				
	a) POS	C	2	1	
	b) STA	C	2	1	
	c) ARPT	C	2	1	
	d) DATA	C	2	1	
	e) WPT	C	2	1	
49.	Right IRS DC Power Supply System (-300/-400/-500/-600/-700/-800/-900)	B	1	0	(O) May be inoperative provided: a) Remaining IRS Mode Selector Unit lights are not illuminated, and b) Autopilot dual channel mode is not used during approach.
50.	ILS System (-600/ -700/-800/ -900)				DELETED in Revision 37, relief incorporated into Item 34-17.
51. ***	Metric Altimeter	D	-	0	May be inoperative provided operations do not require its use.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
52. *** Performance Management System (PMS) with Windshear Detection/Alerting System (STC SA2018NM)	C	-	0	(O) May be inoperative provided: a) TAT Indicator operates normally, b) PMS remains uncoupled from autopilot, c) Autothrottle system is considered inoperative, and d) Windshear Detection and Guidance is considered inoperative.
53. *** Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in operator's MEL will be same as that of 14 CFR required equipment.
1) Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
2) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to flight crew.
3) Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.
4) Data Link Receivers	D	-	0	
5) ADS-B Applications	D	-	0	

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
54. *** Integrated Standby Systems				
1) Integrated Standby Flight Display (ISFD)				
a) Attitude Display	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
b) ILS Indication	D	1	0	
c) Heading Display	C	1	0	
d) Metric Altimeter Display	D	1	0	May be inoperative provided operations do not require its use.
e) Dedicated Battery	C	1	0	
2) Integrated Standby Instrument System (ISIS) (Boeing SB 737-31-1435)				
a) Attitude Display	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
b) ILS Indication	D	1	0	
c) Heading Display	C	1	0	
d) Metric Altimeter Display	D	1	0	May be inoperative provided operations do not require its use.
e) Dedicated Battery	C	1	0	

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION				
55. *** Vertical Situation Display (VSD) System (-600/-700/ -800/-900)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
56. *** Global Navigation Satellite Landing System (GLS) (-600/-700/-800/ -900)	D	2	-	May be inoperative provided approach minimums do not require its use.
57. *** Enhanced Vision System (EVS) STC ST00039MC	D	-	0	(M) May be inoperative provided EVS is deactivated. NOTE: For the EVS to be considered operative, the EVS Yoke Switch must be operative.
1) EVS Window Heat	D	-	0	(O) Avoid icing conditions when EVS Window Heat is inoperative.
2) Secondary (non-HUD) EVS Display System	D	-	0	(M) May be inoperative provided procedures do not require its use.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 - OXYGEN					
1.	Crew Oxygen System				DELETED prior to Revision 27.
2.	Passenger Service Units (PSUs)	B	-	-	(M) May be inoperative provided: a) Associated seats are blocked and placarded to prevent occupancy, and b) Units operate normally for all usable lavatory and flight attendant locations.
	1) Automatic Presentation	C	1	0	(M)(O) May be inoperative provided: a) Alternate deployment system is verified to operate normally, and b) Airplane remains at or below FL 300.
	2) Door Latches	B	-	-	(M) Automatic opening feature of door latch(es) may be inoperative unlatched, and taped closed provided: a) PSU oxygen system operates normally, b) Flight remains at or below FL 250, and c) Passenger(s) occupying seat(s) with inoperative door latch(es) are briefed on oxygen mask procedure.
3.	Oxygen Pressure Indicators				
	1) Flight Deck Crew Oxygen Indicator	C	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.
***	2) External Service Panel Crew Oxygen Indicator	C	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.
	3) Flight Deck Passenger Oxygen Indicator (-100/-200)	C	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.
	4) Flight Deck Crew/Passenger Oxygen Indicator (-700C)	C	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 - OXYGEN					
3.	Oxygen Pressure Indicators (Cont'd)				
	5) Overpressure Discharge Indication Disk	C	1	0	(O) May be damaged or missing.
4.	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility.
5.	Passenger Oxygen System	B	1	0	(M)(O) May be inoperative provided: a) Flight is not conducted where minimum enroute altitude is above 14,000 feet MSL, b) Both air conditioning packs operate normally, c) Remaining components of pressurization system operate normally, d) Airplane remains at or below FL 250, e) Portable oxygen units are provided for 10% of passengers, and f) Passengers are appropriately briefed.
		C	1	0	May be inoperative for all-cargo configuration.
		B	1	0	May be inoperative provided flight is conducted at or below 10,000 feet MSL.
6.	PBE Smoke Hoods	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
7. ***	External Service Panel, Oxygen Fill Station	C	1	0	(M) May be inoperative provided leak-tight integrity of oxygen supply system is not affected.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 - PNEUMATICS					
1.	Manifold Isolation Shutoff Valve				
	1) (-100/-200)	C	1	0	(M) May be inoperative provided: a) Valve remains closed except for engine start, and b) Airplane is not operated in known or forecast icing conditions.
	2) (-300/-400/-500)	C	1	0	(M) May be inoperative provided: a) Modified Main Engine controls or production equivalent have been installed, b) Valve remains closed except for engine start, and c) Airplane is not operated in known or forecast icing conditions.
	3) (-600/-700/-800/ -900)	C	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Valve remains closed except for engine start, and b) Airplane is not operated in known or forecast icing conditions.
2.	Ground Pneumatic Connector Check Valve	C	1	0	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative open provided: a) Right pneumatic manifold remains depressurized after starting right engine, b) Airplane is not operated in known or forecast icing conditions, and c) Altitude remains at or below FL 250.
		C	1	0	May be inoperative closed.
3.	Precooler Control Valves				
	1) (-100/-200)	C	2	0	(M)(O) May be inoperative provided: a) Associated engine bleed shutoff valve remains closed after engine start, and b) Airplane is not operated in known or forecast icing conditions.

(Continued)

SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 - PNEUMATICS					
3.	Precooler Control Valves (Cont'd)				
	2) (-300/-400/-500/ -600/-700/-800/ -900)	C	2	0	(O) Except for ER operations beyond 120 minutes, may be inoperative in any position provided: a) Associated engine bleed shutoff valve remains closed, and b) Airplane is not operated in known or forecast icing conditions.
	3) (-300/-400/-500)	C	2	0	(M) Except for ER operations beyond 120 minutes, may be inoperative full open provided airplane is not operated in known or forecast icing conditions
4.	Pneumatic Pressure Indication Systems	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
5.	Engine Bleed Air Shutoff Valves (PRSOV)				
	1) (-100/-200)	C	2	0	(M)(O) May be inoperative provided: a) Valve is secured closed after engine start, and b) Airplane is not operated in known or forecast icing conditions.
	2) (-300/-400/-500/ -600/-700/-800/ -900)	C	2	0	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Valve is secured closed before engine start, and b) Airplane is not operated in known or forecast icing conditions.
6.	Dual Bleed Light System	C	1	0	(O) May be inoperative provided: a) APU bleed air is not used in flight, and b) APU bleed valve is closed before each departure.
7.	13th Stage Bleed Air Modulating and Shutoff Valves (-100/-200)	C	2	0	(M) May be inoperative provided airplane is not operated in known or forecast icing conditions.
8.	Engine Bleed Trip Off Lights	C	2	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Associated engine bleed is not used except for engine start, and b) Airplane is not operated in known or forecast icing conditions.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 - PNEUMATICS				
9.	High Stage Valves (-300/-400/-500/ -600/-700/-800/ -900) C	2	1	(M) One may be inoperative locked closed provided a minimum of 60% N1 is maintained on associated engine during flight in icing conditions.

SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38 - WATER / WASTE					
1.	Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
2.	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) Pilot-in-Command will determine if flight duration is acceptable with a forward lavatory unusable, and c) Associated lavatory door(s) is secured closed and placarded “INOPERATIVE – DO NOT ENTER”. NOTE: These provisions are not intended to prohibit inspections by crewmembers.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
46 – INFORMATION SYSTEMS					
1. ***	Electronic Flight Bag (EFB) System				
	1) Class 3 EFB (Boeing)	C	2	1	
		C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used.
		D	2	0	May be inoperative provided procedures do not require its use.
	2) (STC ST03165AT Only)	D	2	0	(M) May be inoperative provided procedures do not require its use.
		C	2	0	(M)(O) May be inoperative provided alternate procedures are established and used.
	a) Mounting Cradle	C	2	1	(M)(O) May be inoperative provided alternate procedures are established and used.
	b) Liquid Crystal Display	C	2	1	One may be inoperative provided alternate source for required information is available and used.
	c) Control Panel Module/ Peripheral Connectivity Unit	C	2	1	One may be inoperative provided alternate source for required information is available and used.
	(1) ON/OFF Switch	C	2	1	One may be inoperative in ON position provided: a) EFB Battery charging system operates normally, and b) Normal power to unit is available and operates normally.

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
46 – INFORMATION SYSTEMS				
1. *** Electronic Flight Bag (EFB) System (Cont'd)				
2) (STC ST03165AT Only) (Cont'd)				
d) Computer Processing Unit (CPU)	C	2	1	One may be inoperative provided alternate source for required information is available and used.
(1) Back-Up Battery	C	2	1	One may be inoperative provided normal power is available and operates normally.
e) Standby Button	C	2	0	May be inoperative in operational mode.
	C	2	0	May be inoperative in Standby mode provided display is considered inoperative.
3) Stowage/ Charger Assembly (STC ST01118CH Only)				
a) Class 1 EFB w/ All Battery Types	D	1	0	May be inoperative provided procedures do not require its use.
b) Class 1 EFB w/ Lithium Ion Battery	C	1	0	(M)(O) May be inoperative provided alternate procedures are established and used. NOTE: If a Class 1 EFB is to be used, alternate procedures must insure the battery is charged to a "sufficiently charged" state at appropriate time intervals.

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
47 – INERT GAS SYSTEM				
1. ***	Nitrogen Generation System (NGS) (All Models)			
	1) Serial Number (S/N) 34333 or 34450 (prior to incorporation of Boeing Service Bulletin 737-47-1006) D	1	0	(M) May be inoperative provided NGS shutoff valve is deactivated closed.
	a) Nitrogen Generation Degraded D	1	0	
	2) All Models (upon incorporation of Boeing Service Bulletin 737-47-1002, 737-47-1003, 737-47-1004, 737-47-1005, 737-47-1006 737-47-1007, 737-47-1008, or production equivalent) A	1	0	(M) May be inoperative provided: (a) NGS shutoff valve is deactivated closed, and (b) Repairs are made within ten flight days.
	a) Nitrogen Generation Degraded C	1	0	

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49 - AIRBORNE AUXILIARY POWER					
1.	Auxiliary Power Unit (APU)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Procedures do not require its use, and b) Visual confirmation is made that no damage has occurred to APU exhaust area.
2.	APU Annunciator LOW OIL PRESSURE and OVER SPEED Lights	C	2	0	May be inoperative provided APU Auto Shutdown System operates normally.
3.	APU Auto Shutdown System (-100/-200/-300/ -400/-500)	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU is not used in flight, b) APU annunciator lights operate normally, and c) APU is monitored continuously.
4.	APU Annunciator LOW OIL QUANTITY/MAINT Light	C	1	0	(M) May be inoperative and APU used provided oil quantity is checked once each flight day.
5.	APU EGT Indicator				
	1) Model GTCP85-129	C	1	0	(O) Except for ER operations, may be inoperative provided: a) All warning and caution lights operate normally, b) APU is used to supply electrical power, and for starting one engine only, and c) Passengers are not permitted on board until APU has been shut down.
	2) Model GTCP36-280, APS-2000 and AS 131-9B	C	1	0	
6.	APU Inlet Door	C	1	0	(O) May be inoperative open.
		C	1	0	(O) Except for ER operations, may be inoperative in any other position if APU is not used.

SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49 - AIRBORNE AUXILIARY POWER					
7.	APU Bleed Air System	C	1	0	(M) May be inoperative closed. NOTE: APU may be used to provide electrical power.
		C	1	0	(O) Except for ER operations, may be inoperative provided: a) APU bleed air check valve operates normally, and b) APU is not operated.
8. ***	APU DC Fuel Boost Pump	D	1	0	
9.	APU Surge Control System				
***	1) Surge Bleed Valve (Models GTCP85-129 and APS-2000) (-100/-200/-300/ -400/-500)	C	1	0	May be inoperative in open position provided APU bleed air is not used for engine start on ground. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE provided APU is not operating during approach.
		C	1	0	May be inoperative in closed position provided APU operation is limited to FL 250 or below. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.
	2) Surge Control Valve (Model AS 131-9B) (-600/ -700/-800/-900)	C	1	0	May be inoperative in open position provided APU bleed air is not used. NOTE: APU may be used to provide electrical power.
		C	1	0	(O) Except for ER operations, may be inoperative in closed position provided APU is not used.
10. ***	APU Cockpit Hourmeter (-100/ -200/-300/ -400/ -500)	D	1	0	
11. ***	APU Start Counter Meter (-100/-200/ -300/-400/-500)	D	1	0	

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49 - AIRBORNE AUXILIARY POWER					
12.	APU Annunciator HIGH OIL TEMP/ FAULT Light	C	1	0	
13. ***	APU Fuel Heater (-100/-200/-300/ -400/-500)	C	1	0	(M) May be inoperative provided APU operates normally.
14. ***	APU Flap Indicator Interlock System (-100/-200 Modified by STC SA5730NM or ST00131SE)	C	1	0	(O) May be inoperative provided: a) Remaining APU surge bleed valve is operating, and b) APU bleed air is used during approach.
		C	1	0	(O) May be inoperative provided APU is not operating during approach.
15.	Start Power Unit (-600/-700/-800/ -900)	C	1	0	(M) Except for ER operations, may be inoperative provided procedures do not require use of APU.
	1) AC/DC Start Systems	C	2	1	
16.	Start Converter Unit (-600/-700/-800/ -900)	C	1	0	(M) Except for ER operations, may be inoperative provided procedures do not require use of APU.
	1) Voltage Regulator Function	C	1	0	Except for ER operations, may be inoperative provided APU generator is not used for electrical power. NOTE: APU may be used as a pneumatic source.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 - DOORS					
1. ***	Forward Air Stair	D	1	0	NOTE: Any mode that operates normally may be used.
2. ***	Aft Air Stair (-100/ -200)	C	1	1	Electrical mode may be inoperative provided door operates normally as an emergency exit in passenger configuration.
		D	1	0	May be inoperative in all-cargo configuration only.
3.	Door Warning Light System				
	1) Entry/Service/ Cargo/ Equipment/ Airstair	C	-	0	(M) May be inoperative provided associated door is verified closed and locked. NOTE: On –600/-700/-800/-900, if two or more entry/service door warning lights are inoperative due to failed door sensors, overwing exit flight lock system and mid exit flight lock system (-900ER) will not function properly. Refer to MMEL item 52-15
	2) Overwing (-600/ -700/-800/-900)	C	-	0	(M) May be inoperative provided: a) Associated door is verified closed and latched, and b) Associated flight lock is verified to operate normally.
	3) Cabin Door Indication System (-800EF STC ST02000NY Only)	C	1	0	(O) May be inoperative provided associated doors are verified in accordance with following prior to taxi, takeoff, and landing; - Entry Area/Main Lounge is Open - Private Bedroom is Closed - Guest Lavatory is Closed - Aft Lounge/Galley is Open
***	4) Mid-Exit (-900ER)	C	1	0	(M) May be inoperative provided associated door is verified closed and latched.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 - DOORS					
4. ***	Tire Burst Screen Warning Light System (-100/-200/ -300)	C	1	0	(M) May be inoperative provided: a) Main wheel well screens are inspected for security and damage before each departure, and b) For combined Equipment/Tire Burst Screen Warning Light, visually verify that electronics compartment and lower nose compartment are secured and locked, and main wheel well screen is secured and undamaged before each departure.
5.	Left Main Cabin Door Pressure Stop Fittings				
	1) Aft Airstair Door and Forward Entry Door	B	-	-	(M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 6.0 psi, and c) Analog cabin pressure control system standby control mode operates normally and STBY is used.
		B	-	-	(M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 6.0 psi, c) Digital cabin pressure control system AUTO or ALTN control mode operates normally, and d) Alternate procedures are established and used. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 - DOORS					
5.	Left Main Cabin Door Pressure Stop Fittings (Cont'd)				
	2) Aft Door Without Airstairs	B	-	-	(M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 3.4 psi, and c) Analog cabin pressure control system standby control mode operates normally and STBY is used.
		B	-	-	(M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 3.4 psi, c) Digital cabin pressure control system AUTO or ALTN control mode operates normally, and d) Alternate procedures are established and used.
6.	Lower Cargo Doors Pressure Stop Fittings				
	1) (All Models)	A	24	22	(M) Any one may be broken or missing on each door or frame provided: a) No defects are visible on other fittings for associated door, b) Cabin pressure controller AUTO mode operates normally, c) Adjacent stop fittings are inspected within 25 flights, and d) Not more than 50 flights are made before completion of repairs or replacements.
	2) (-100/-200/-300/ -400/-500/-900)	C	24	20	(M)(O) Two may be broken or missing on each door or frame provided airplane is operated in an unpressurized configuration only.

(Continued)

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 - DOORS				
6. Lower Cargo Doors Pressure Stop Fittings (Cont'd)				
3) (-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121, and 737-26-1122, or production equivalent)	C	24	20	(M)(O) Two may be broken or missing on each door or frame provided airplane is operated in an unpressurized configuration only.
4) (-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121, and 737-26-1122, or production equivalent)	C	24	20	(M)(O) Two may be broken or missing on each door or frame provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.
7. Entry/Service Door Hold-Open Latch Assemblies	C	-	0	May be inoperative for all-cargo operations.
1) Latch Release Lever	C	-	0	
8. *** Flight Deck Door Lock System (Not 14 CFR 25.795 Compliant)	C	1	0	(M) May be inoperative provided: a) Door lock solenoid is deactivated in locked position, and b) Door is verified to lock and unlock manually.
	C	1	0	May be inoperative provided supplemental flight deck door security device is installed and operates normally.
	D	1	0	May be inoperative provided all-cargo operations are being conducted.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 - DOORS					
9.	Lower Cargo Doors Door Balance Mechanism	C	2	0	(M) May be inoperative provided a safety hold open device is used when door is in open position.
10.	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)				
	1) Latch Pin, Latch Base and Lower Jamb Latch Fitting	A	8	7	(M)(O) One may be broken or missing from main cargo door provided: a) A visual check is made before departure to ensure no defects are visible on other latch bases, pins or lower jamb latch fittings, b) Latch pin and latch base of damaged latch does not interfere with continuous safe operation of remaining latches and pins, c) Flight is conducted in unpressurized configuration, d) Procedures are established and used to ensure main and lower lobe cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. e) Repairs are made within two flight days. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.
	2) Hydraulic Cylinder Latching Mechanism	B	2	1	(M) One may be inoperative provided remaining latch cylinder is operative through gear box.
		C	2	0	(M) May be inoperative provided door may be latched and unlatched manually.
	3) Hydraulic System Control Valve	B	1	0	(M) May be inoperative provided door may be locked and unlocked manually.
	4) Lifting Actuator Assembly	B	2	0	(M) May be inoperative provided door is verified latched and locked. (Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 - DOORS					
10.	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)(Cont'd)				
	5) Double Piloted Check Valve	B	1	0	(M) May be inoperative provided door may be locked and unlocked manually.
	6) Lock, Lock Mount and Locking Fittings	A	2	1	(M)(O) One may be inoperative provided: a) No defects are visible on remaining lock or lock mount of associated door, and b) Repairs are made within two flight days.
	7) Sequence Valves	B	2	0	(M) May be inoperative provided door is verified latched and locked.
	8) Priority Valve	B	1	0	(M) May be inoperative provided door is verified latched and locked.
	9) Hydraulic Lock Actuators	C	2	0	(M) May be inoperative provided door can be unlocked and unlatched manually.
11.	Main Cargo Door Electrically Powered Hydraulic Pump (Standalone Hydraulic System Only) (PEMCO Aeroplex, Inc. STC SA2969SO)	C	1	0	(M) May be inoperative provided door is closed, latched, and locked before each departure.
12.	Main Cargo Door Hydraulic Hand Pump (PEMCO F, QC and COMBI models only)	C	1	0	(M) May be inoperative.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 - DOORS				
13. Main Cargo Door Lift/Operating Systems				
1) Electric and/or Manual Mode (-200C and STC SA2969SO)	C	-	1	One may be inoperative provided remaining mode operates normally.
	C	-	0	(M) May be inoperative provided door is verified closed and locked before each departure.
2) Electric Mode (-700C)	C	1	0	(M) May be inoperative provided manual mode is verified to operate normally.
3) Hydroelectric and/or Manual Mode (STC's ST01566LA, ST00287AT, ST01827LA, and ST01961SE)	C	2	1	One may be inoperative provided remaining mode operates normally.
a) (STC's ST01566LA and ST01961SE)	C	2	0	(M) May be inoperative provided door is verified closed, latched and locked before each departure.
14. *** Lower Cargo Doors Hold Open Mechanism/Device	C	2	0	(M) May be inoperative provided Door Balance Mechanism operates normally.
	C	2	0	May be inoperative provided cargo compartment remains empty.
15. Flight Lock System				
1) Overwing Exit (-600/ -700/-800/ -900)	C	-	0	(M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.

(Continued)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 - DOORS					
15.	Flight Lock System (Cont'd)				
***	2) Mid Exit (-900ER)	C	-	0	(M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.
16.	Main Cabin Exit/ Slide (All Cargo Configuration)	C	-	0	All doors/slides in cargo area except L1/R1 may be inoperative or slide missing without restriction.
		B	-	1	L1 may be inoperative or slide missing provided R1 operates normally.
		B	-	1	R1 may be inoperative or slide missing provided L1 operates normally.
		B	-	0	May be inoperative or slide missing provided: a) Only essential crew members including official observer(s) in observer seat(s) are allowed on the flight, and b) An alternate means of egress is available.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 - DOORS				
17. *** Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)	C	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock door, c) Alternate procedures are established and used for locking and unlocking door using dead bolt.
1) Flight Deck Access Panel System (Keypad, Door Chime)	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used
a) LEDs	C	3	0	(O) May be inoperative provided alternate procedures are established and used.
*** b) Door Bell Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
c) Switch Guard	C	1	0	May be inoperative or missing provided flight deck door LOCK FAIL light operates normally.
2) Flight Deck Door LOCK FAIL Light	C	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.
3) Flight Deck Door AUTO UNLK Light	C	1	0	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally.
4) Fight Deck Door Lock Control Selector	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified to operate normally, and c) Alternate procedures are established and used.
5) Flight Deck Door Pressure Relief Panels				Item moved to 52-20, Revision 46.
18. *** Boeing/C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt (14 CFR 25.795 Compliant)	C	1	0	May be inoperative provided automatic lock controls operate normally.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 - DOORS					
19. ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)	C	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Mechanical Catch (Latch) Pin operates normally and is used to lock door, and c) Alternate procedures are established and used for locking and unlocking flight deck door using Mechanical Catch (Latch) Pin.
	1) Door Automatic Locking Solenoid	C	2	1	(M) One may be inoperative provided remaining locking solenoid operates normally.
	2) Door Warning System				
***	a) Speakers	C	2	1	(M)(O) One may be inoperative provided remaining speaker is verified to operate normally once each flight day.
***	b) LED (Green Indicator Light)	C	2	0	
***	c) Aural Warning System	C	1	0	(M)(O) May be inoperative provided: a) AUTO UNLK Light is verified to operate normally, and b) Alternate procedures are established and used.
	3) Door Control Panel				
***	a) Door LOCK FAIL Light	C	1	0	(M) May be inoperative OFF provided automatic lock controls are verified to operate normally.
***	b) Door AUTO UNLK Light	C	1	0	(M)(O) May be inoperative OFF provided: a) Automatic lock controls are verified to operate normally, b) Aural Warning system operates normally, and c) Alternate procedures are established and used.
***	c) Door HARD LOCK Light	C	1	0	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Alternate procedures are established and used.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 - DOORS					
19. ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)				
	3) Door Control Panel (Cont'd)				
***	d) Door UNLKD Switch/UNLK Switch Position	C	1	0	(M)(O) May be inoperative provided: a) Door can be opened manually from flight deck, b) Remaining automatic lock controls are verified to operate normally, and c) Alternate procedures are established and used.
***	e) Door UNLKD Light	C	1	0	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Aural warning system operates normally.
	f) Door EMRG ENTRY ACTIVE Light	C	1	0	(M) May be inoperative provided door aural warning system is verified to operate normally.
	g) Door OPEN Light	C	1	0	(M)(O) May be inoperative provided Automatic Lock controls are verified to operate normally.
	4) FLIGHT DECK DOOR Warning/ Caution Light	C	1	0	
***	5) Cabin Pushbutton Entry Pad/Keypad	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	a) Keypad Indicator Lights	C	3	0	(M)(O) May be inoperative provided: a) Keypad is verified to operate normally, and b) Alternate procedures are established and used.

52 - DOORS

1. SYSTEM & SEQUENCE NUMBER	ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
20.	Flight Deck Door Pressure Relief Panels				
***	1) JAMCO Flight Deck Security Door Pressure Relief Latches (14 CFR 25.795 Compliant)	A	3	0	May be inoperative in latched position provided repairs are made within two flight days.
***	2) Boeing/C&D Aerospace Enhanced Flight Deck Security Door (14 CFR 25.795 Compliant)	A	2	0	May be inoperative provided: a) Panels are in latched position, and b) Repairs are made within two flight days.
21. ***	JAMCO Flight Deck Security Door Mechanical Catch Pin Lock (14 CFR 25.795 Compliant)	C	1	0	(M) May be inoperative provided automatic lock system is verified to operate normally.
22. ***	Flight Deck Door Hold Open Device (e.g. Door Stop, Foot Plunger, etc.)	D	1	0	
23. ***	Flight Deck Door Viewing Port	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within three flight days.
		C	1	0	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.
	1) All Cargo Configuration	C	1	0	May be inoperative provided courier/supernumerary compartment remains empty.
		D	1	0	May be inoperative provided procedures do not require its use.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 - ENGINE FUEL & CONTROL					
1.	Fuel Heater Timers (-100/-200)	C	2	1	(O) One may be inoperative provided associated fuel heater VALVE OPEN light operates normally.
2.	Fuel Heater Valves (-100/-200)	C	2	0	(M)(O) May be inoperative closed provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).
3.	Fuel Heater VALVE OPEN Lights (-100/ -200)	C	2	0	(M) May be inoperative provided valve is verified to operate normally before each departure.
		C	2	0	(O) May be inoperative provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).
4.	Fuel Filter Differential Pressure Warning Systems				
	1) (-100/-200)	C	2	1	(O) May be inoperative provided fuel heater system is checked to operate normally.
	2) (-300/-400/-500/ -600/-700/-800/ -900)	C	2	1	(M) May be inoperative provided malfunction is verified to be in warning system.
5.	Fuel Flow Indication Systems	C	2	1	One may be inoperative provided: a) N1, N2 for associated engine operate normally, and b) Both main tank fuel quantity indicators operate normally.
6. ***	Fuel Used Indicators	C	2	0	
7.	Power Management Control (PMC) Systems (-300/ -400/-500)	C	2	0	(O) May be inoperative provided: a) Both PMC's remain OFF, and b) AFM Appendix performance adjustments are applied.
8.	Power Management Control (PMC) INOP Lights (-300/ -400/-500)	C	2	0	(O) May be inoperative provided: a) Both PMC's remain OFF, and b) AFM Appendix performance adjustments are applied.
9.	Low Idle Altitude Switch (-400)				DELETED in Revision 30.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 - ENGINE FUEL & CONTROL					
10.	Fuel Control ENG VALVE CLOSED Indicating System (-600/-700/-800/ -900)	C	2	0	(M) May be inoperative provided associated valve is verified to operate normally.
11.	Electronic Engine Control (EEC) (-600/-700/-800/ -900)				
	1) Normal (ON) Mode	C	2	0	(O) May be inoperative provided: a) Both engines are operated in ALTERNATE mode, b) Strut/Wing leading edge over-braided wire bundles are installed per Boeing Service Bulletin or production equivalent, and c) Applicable AFM performance adjustments are applied.
12.	Electronic Engine Control (EEC) Alternate Power Supply System (-600/-700/-800/ -900)	A	4	3	(M) May be inoperative deactivated provided repairs are made in accordance with the times established in Boeing Maintenance Planning Data document, D626A001, Section 1, Items 73-020-01 and 73-020-02.

1. SYSTEM & SEQUENCE NUMBER / ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
74 - ENGINE IGNITION				
1. Ignition Systems				
1) (-100/-200)				
a) High Energy System (Twin 20 Joule)	C	4	2	Except for ER operations, left igniter may be inoperative on each engine.
b) Low Energy System (4 Joule)	C	2	0	(O) May be inoperative provided switching is available to permit selection of operative high energy system for continuous ignition.
2) (-300/-400/-500/ -600/-700/-800/ -900)				
a) Left Ignition Systems	B	2	1	One may be inoperative provided: a) Ignition Select Switch remains in BOTH position, and b) Right ignition systems operate normally.
	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Ignition Select Switch remains in BOTH position, and b) Associated engine right ignition system operates normally.
b) Right Ignition Systems	B	2	1	(M)(O) One may be inoperative provided: a) Ignition Select Switch remains in BOTH position, b) Left ignition systems operate normally, and c) Associated engine left igniter is connected to AC Standby Bus by an acceptable configuration.
	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Ignition Select Switch remains in BOTH position, b) Associated engine left ignition systems operate normally, and c) Associated engine left igniter is connected to AC Standby Bus by an acceptable configuration.

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SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
75 – BLEED AIR					
1. ***	Gravel Protection System (-100/-200)	D	1	0	(M) Valves may be inoperative closed provided operations do not require its use.
2. ***	High Pressure Turbine Clearance Control (HPTCC) Timer(s) (-300/ -400/-500)	C	2	0	(M) May be inoperative provided system(s) are deactivated.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 - ENGINE INDICATING				
1. Engine Pressure Ratio Systems (-100/-200)				
1) Digital Counters	C	2	0	
2) EPR Reference Selectors	C	2	1	
2. N1 Tachometers				
1) (-100/-200)	B	2	1	(O) One may be inoperative provided N2 and fuel flow indicator for associated engine operate normally.
*** a) Digital Counters	B	2	0	NOTE: An indicator with an operating pointer is considered to operate normally.
2) (-300/-400/-500/ -600/-700/-800/ -900)				
a) Digital Counters	B	2	0	(O) Except for EIS/CDS equipped airplanes, may be inoperative provided autothrottle is used for takeoff thrust setting. NOTE: An indicator with an operating pointer is considered to operate normally.
b) Reference N1 Bugs	C	2	1	
c) Manual Set Indication	C	2	0	
*** 3) N1 Warning Lights (-100/ -200/-300/-400/ -500)	B	2	0	May be inoperative provided associated N1 pointer operates normally.
3. N2 Tachometers				
1) (-100/-200)	B	2	1	(O) One may be inoperative provided: a) N1 and fuel flow indicators for associated engine operate normally, and b) An alternate starting procedure is established and used.

(Continue)

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 - ENGINE INDICATING					
3.	N2 Tachometers (Cont'd)				
	2) (-300/-400/-500)	B	2	1	(O) One may be inoperative provided: a) N1 and fuel flow indicators for associated engine operate normally, b) An alternate starting procedure is established and used, and c) Engine #1 N2 tach generator operates normally.
***	3) Digital Counters	C	2	0	May be inoperative except for EIS/CDS equipped airplanes. NOTE: An indicator with an operating pointer is considered to operate normally.
***	4) N2 Warning Lights (-100/ -200/-300/-400/ -500)	B	2	0	May be inoperative provided associated N2 pointer operates normally.
4.	Fuel Flow Meters				MOVED to Item 73-5 prior to Revision 30.
5.	Vibration Indicating Systems				
***	1) (-100/-200)	C	2	0	
	2) (-300/-400/-500/ -600/-700/-800/ -900)	C	2	1	
6.	EGT Indications				
***	1) Digital Counters	C	2	0	May be inoperative except for EIS/CDS equipped airplanes.
***	2) EGT Warning Lights (-100/ -200/-300/-400/ -500)	C	2	0	May be inoperative provided associated EGT pointer operates normally.
7.	EPR Computer				MOVED to Item 34-41 in Revision 30.
8.	Fuel Used Indicators				MOVED to Item 73-6 prior to Revision 30.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 - ENGINE INDICATING					
9. ***	Abnormal Start Indication Systems (-300/-400/-500/ -600/-700/-800/ -900)	C	2	0	
10.	LOW IDLE Light (-300/-400/-500)	B	1	0	(M) May be inoperative provided: a) Engine idle control system is verified to operate normally, and b) Both engines installed are “modified” engines (Boeing SB 737-77-1031or production equivalent).

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 - ENGINE EXHAUST					
1.	Thrust Reverser Systems				
	1) (-100/-200)	C	2	1	(M)(O) One may be inoperative provided thrust reverser is deactivated and secured closed.
		C	2	1	(M)(O) One may be inoperative provided: a) Thrust reverser guide carriage is verified to be in over-center (forward thrust) position, and b) Override System is armed only after landing. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.
	2) (-300/-400/-500)	C	2	1	(M)(O) One may be inoperative provided thrust reverser is locked in forward thrust position.
	3) (-600/-700/-800/ -900)	C	2	1	(M)(O) One may be inoperative provided: a) Thrust reverser is locked in forward thrust position, and b) Appropriate performance adjustments are applied.
2.	REVERSER UNLOCKED Lights (-100/-200/-300/ -400/-500/)	C	2	1	(M) One may be inoperative provided reverser is locked in closed (forward thrust) position. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.
3.	Thrust Reverser In Transit Lights				DELETED in Revision 30.
4. ***	Thrust REVERSER ARMED Light(s) (-100/-200)	C	-	0	(M) May be inoperative provided lights are deactivated. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.
5.	Thrust Reverser Override Switches (-100/-200)	C	2	1	One may be inoperative for an associated inoperative thrust reverser. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 - ENGINE EXHAUST					
6. ***	Thrust Reverser LOW PRESSURE Light (-100/-200)	C	1	0	(M) May be inoperative provided accumulators are charged before each departure. NOTE 1: Reverse thrust may not be available when System A pressure is lost. NOTE 2: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.
7.	REVERSER Lights (Aft Overhead Panel) (-300/-400/ - 500/-600/-700/ -800/-900)	C	2	1	(M) One may be inoperative provided associated reverser is locked in closed (forward thrust) position.

SYSTEM & SEQUENCE NUMBER	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 - ENGINE OIL					
1.	Oil Quantity Indication Systems	B	2	1	(M) Except for ER operations, one may be inoperative provided: a) Oil tank is filled to maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Associated low oil pressure warning system operates normally.
***	1) Oil Quantity Indicator Test Switch (-100/ -200/-300/-400/ - 500)	C	1	0	(M) May be inoperative provided: a) Oil tanks are filled to maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Engine low oil pressure warning systems operate normally.
2.	Oil Filter Bypass Warning Systems	C	2	1	(M) One may be inoperative provided: a) Malfunction is in warning system, and b) Oil filter is inspected for presence of contaminants once each flight day.
3.	Oil Temperature Indicators				DELETED prior to Revision 27.
4.	Oil Low Pressure Warning Systems	B	2	0	May be inoperative provided associated oil quantity indication operates normally.
5.	Oil Pressure Indicators				DELETED prior to Revision 27.

SYSTEM & SEQUENCE NUMBER / ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
80 - STARTING				
1. Starter Valve Open Indications				
*** 1) (-100/-200)	C	2	0	May be inoperative provided Start Valve Arming System is installed and operating normally.
2) (-300/-400/- 500/ -600/-700/-800/ -900)	C	2	1	(O) One may be inoperative provided it is checked after engine start that associated valve is closed.
2. *** Engine Starter Auto Cutout				
1) (-100/-200)	C	2	0	May be inoperative provided: a) Flight crew manually selects Start Switch to OFF at 40% N2, and b) Takeoff in icing conditions is not permitted with No. 1 Engine Starter Auto Cutout inoperative.
2) (-300/-400/- 500)	C	2	0	May be inoperative provided flight crew manually selects Start Switch OFF at 46% N2.
3) (-600/-700/-800/ -900)	C	2	0	May be inoperative provided flight crew manually selects Start Switch OFF or AUTO at 55% N2. |
3. Starter Valves				
1) (-100/-200)	C	2	0	(M)(O) May be inoperative provided alternate starting procedures are established and used.
2) (-300/-400/- 500)	C	2	1	(M)(O) One may be inoperative provided: a) Modified Main Engine Controls or production equivalent have been incorporated, b) Associated start valve light operates normally, and c) Manual override start procedures are used.
3) (-600/-700/-800/ -900)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Associated start valve indication operates normally, and b) Manual override start procedures are used .
4. *** Starter Valve Arming System (-100/-200)	C	1	0	May be inoperative provided Starter Valve Open Lights are installed and operating normally.